

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, November 18, 2014
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

REVISED 11/14/2014

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------------------|--|---|
| 2 PM | 1. CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM
(10 Min) | 2. SOLID WASTE ROADMAP OVERVIEW | Paul Slyman, Metro
Tom Chaimov, Metro |
| 2:25 PM
(45 Min) | 3. SOLID WASTE ROADMAP: FOOD SCRAPS PROCESSING CAPACITY DEVELOPMENT | Matt Korot, Metro
Jennifer Erickson, Metro |
| 3:10 PM
(45 Min) | 4. METRO SOUTH STATION ASSESSMENT PROJECT | Paul Ehinger, Metro
Chuck Geyer, Metro |
| 3:55 PM
(20 Min) | 5. SOLID WASTE ROADMAP WRAP-UP | Paul Slyman, Metro
Tom Chaimov, Metro |
| 4:15 PM | 6. COUNCIL LIAISON UPDATES AND COUNCIL COMMUNICATION | |

ADJOURN

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
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Please note: Agenda Items 2 and 5 have the same worksheet. Please refer to the following page for both items.

Agenda Item Nos. 2.0 and 5.0

SOLID WASTE ROADMAP OVERVIEW AND WRAP-UP

Metro Council Work Session
Tuesday, November 18, 2014
Metro Regional Center, Council Chambers

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 18, 2014 **TIME:** 2:15 PM **LENGTH:** 10 minutes
for Overview, 20 minutes for Wrap-Up

PRESENTATION TITLE: Solid Waste Roadmap Overview and Wrap-Up

DEPARTMENT: Parks and Environmental Services (PES)

PRESENTER(S): Paul Slyman, Director PES, paul.slyman@oregonmetro.gov, x1510
Tom Chaimov, Principal Planner, tom.chaimov@oregonmetro.gov, x1681

- Purpose: Provide context for the Food Scraps Capacity and Metro South Station presentations, which follow immediately after this overview. Afterward, clarify and answer Councilors' questions relative to the broader Solid Waste Roadmap program.
- Outcome: Shared understanding of how the Solid Waste Roadmap projects are related.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

In 2015, the Metro Council will have the opportunity to adopt policies that set the ground rules for the next generation of this region's waste management. With a little over half the region's discards routinely composted, recovered or recycled, over 1 million tons per year are still disposed of in landfills, the least preferred method of managing waste (ORS 459.015). With several landfills to choose from and over 100 years of permitted capacity, it may be tempting to hold to the status quo. However, that same Oregon statute guides us to seek the best uses for our wastes, in other words, to "make the most of what we don't want." It is within the Metro Council's purview and responsibility to consider other approaches when planning for solid waste management. The Solid Waste Roadmap program presents options for the Metro Council to make the most of what we don't want.

The Regional Solid Waste Management Plan (RSWMP) provides overall guiding policy for the solid waste system with a focus on waste reduction. The RSWMP lays out programs to manage waste higher on the "reduce-reuse-recycle" hierarchy and goals to achieve. However, with most of the "low-hanging fruit" picked, progress toward waste reduction goals comes slowly, and the RSWMP is largely silent on how the region should go about managing what's left, *i.e.*, the million-plus tons of garbage this region landfills every year.

What this region does with the material that's not reused, recycled, or composted can be shaped through judicious choices within the Solid Waste Roadmap. The Roadmap program frames the future possibilities in terms of five key inter-related questions about the solid waste system, with a sixth, foundational, question pertaining to estimation of costs and environmental impacts of various alternatives. The five system questions are integrally related and essential to mapping our future. There is no magic order in which decisions must be taken; however, some sequences are more logical than others. The sketch below illustrates one simplified way to view the dependencies among key questions.

Dependencies Among Solid Waste Roadmap Decisions

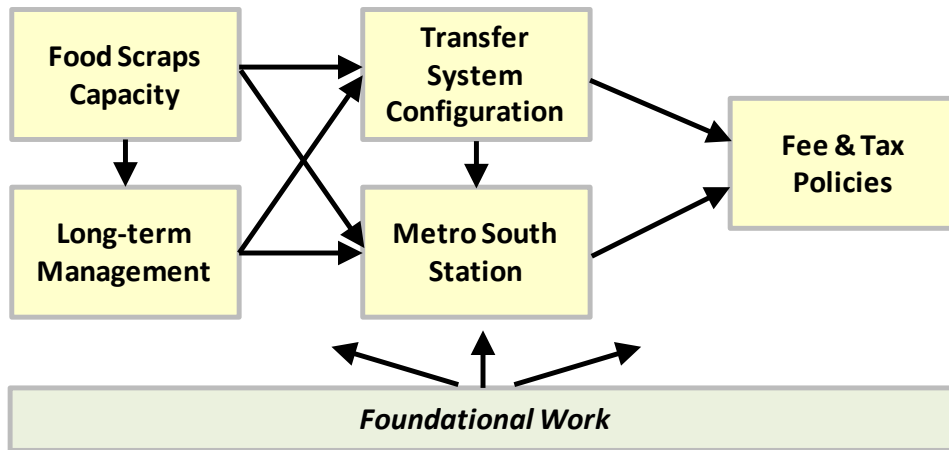


Figure 1. A simplified illustration of decision dependencies. Arrows represent the influence of one decision on another. Foundational work will feed information into all roadmap decisions. See Attachment A for key questions related to each box.

Decision Dependencies: an illustration

At the July 15th work session this year, the Metro Council heard about more than a dozen different technologies for managing garbage, in addition to landfill disposal. Based on staff’s analysis, the Council narrowed the list of technologies of interest to about five, plus the potential for Advanced Material Recovery (AMR)¹. The success—or failure—of food scraps recovery in the region will have a major effect on further narrowing these long-term management choices (better food success means more long-term management choices). Likewise, the choice of long-term management approach could influence how Metro employs existing transfer stations, and so on.

If Metro decides that the region should pursue Advanced Material Recovery and/or a waste-to-energy technology, then whether or not there are still food scraps in the garbage will be an important factor in the efficacy (thus, economics) of those approaches. With less food in the garbage (separated out to make biogas and/or compost), what’s left becomes drier and more amenable to being picked through for recyclables, *e.g.*, Advanced Material Recovery. Likewise, wet food doesn’t add much heat value in a waste-to-energy setting, so getting the food out of the garbage would improve the quality of feedstock for an energy plant, like the one in Marion County.

In this way, what the Metro Council wants to do for the long-term management of the region’s garbage is closely tied to how successful the region is at getting food scraps out of it. Furthermore, instrumental to getting food scraps out will be how the Metro Council chooses to use existing—and potentially new—transfer and processing capacity to support food scraps recovery and the preferred long-term management methods. One example: There is insufficient transfer and processing capacity to expand commercial food scraps management regionwide. As a part of the region’s transfer system, Metro’s own Metro South Station could be adapted to play a major role in food scraps recovery for the southern part of the region, just as Metro Central does to the north.

Food scraps, long-term management, transfer system configuration, and Metro South represent four of the five system questions encapsulated by the Roadmap. The fifth is the perennial question around how to pay for it all. Under Metro’s current disposal based revenue model, every ton of

¹ As the Metro Council directed, staff continue to investigate the feasibility, cost, environmental impacts, and other attributes of mass burn, gasification, and other approaches. Advanced Material Recovery (AMR) is a prerequisite for some of those processes.

waste that is not landfilled avoids Metro's fees and excise tax. Hence, material recovery narrows the base on which waste reduction program costs are recovered. The Fee and Tax roadmap question is looking into ways to broaden this revenue base, to improve stability, predictability, equity and overall financial sustainability of the system.

Milestones and Timing

During 2014 and into early 2015, staff is investigating a breadth of options for making the most of what we don't want, framed around the key questions of the disposal system, and the Metro Council is helping to narrow those options. By mid-2015, the Metro Council should be forming a preferred whole-system perspective of the future of disposal. And by the end of 2015, the Metro Council will need to adopt—by Ordinance—new terms for private facility authorizations, with an eye toward transitioning private operations (and public) to support the new whole-system vision for the future. Attachment B illustrates touch points (work sessions) for options narrowing this year and next, and indicates decision points in 2015.² Now is a good time to begin knitting roadmap options together into scenarios, at least conceptually, to consider the impacts of certain choices on others.

Public Benefits

As the Council considers various options, the public benefits listed in Attachment A, provide a common focus for decision making. These may not be the only benefits provided by the future of solid waste; however, they are the most important expressed by our residents.

In order to provide public benefits, Metro has very broad authority in the solid waste system, as regulator, service provider, and regional policy maker. While garbage and waste in general are undesirable, they are a part of everyday life, and our challenge is to make the most of that stuff that we don't want, leveraging the management of waste to achieve the greatest benefit to the public. Staff challenges Metro Councilors to embrace the concept of garbage as a resource we literally throw away.

Summary

Today's work session will re-orient the Metro Council to the Solid Waste Roadmap program by illustrating dependencies among key questions that the Roadmap ponders, and by reviewing the public benefits related to Metro's role in garbage management. The Council will be asked to narrow options for encouraging addition of transfer and processing capacity for food scraps and for improving service provision at Metro South Station.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the illustration of Roadmap dependencies provide a helpful model for thinking about how the Metro Council can shape system-wide change?
- Do you have any additional questions about the solid waste system and the roles Metro can play in it?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? (see attachments)

² At the same time as the broader solid waste roadmap discussions and decisions, the Metro Council also will consider time-certain functional decisions, such as authorizing companies to continue hauling Metro-region waste to out-of-region, so called, "non-system" facilities.

Attachment A. Solid Waste Roadmap Overview.

Attachment B. Roadmap timeline.

Attachment A

Solid Waste Roadmap Overview

PUBLIC BENEFITS

Through its involvement in the region's solid waste system, Metro seeks to:

1. Protect people's health
2. Protect the environment
3. Get good value for the public's money
4. Keep the commitment to the highest and best use of materials
5. Be adaptive and responsive in managing materials
6. Ensure services are available to all types of customers

KEY QUESTIONS RELATED TO SOLID WASTE

Long-term Management. Over the long run, what does the region want to do with materials that aren't reused, recycled, or composted?

Metro South Station. What service alternatives should Metro pursue at Metro South and in the vicinity to provide for the full suite of needed services?

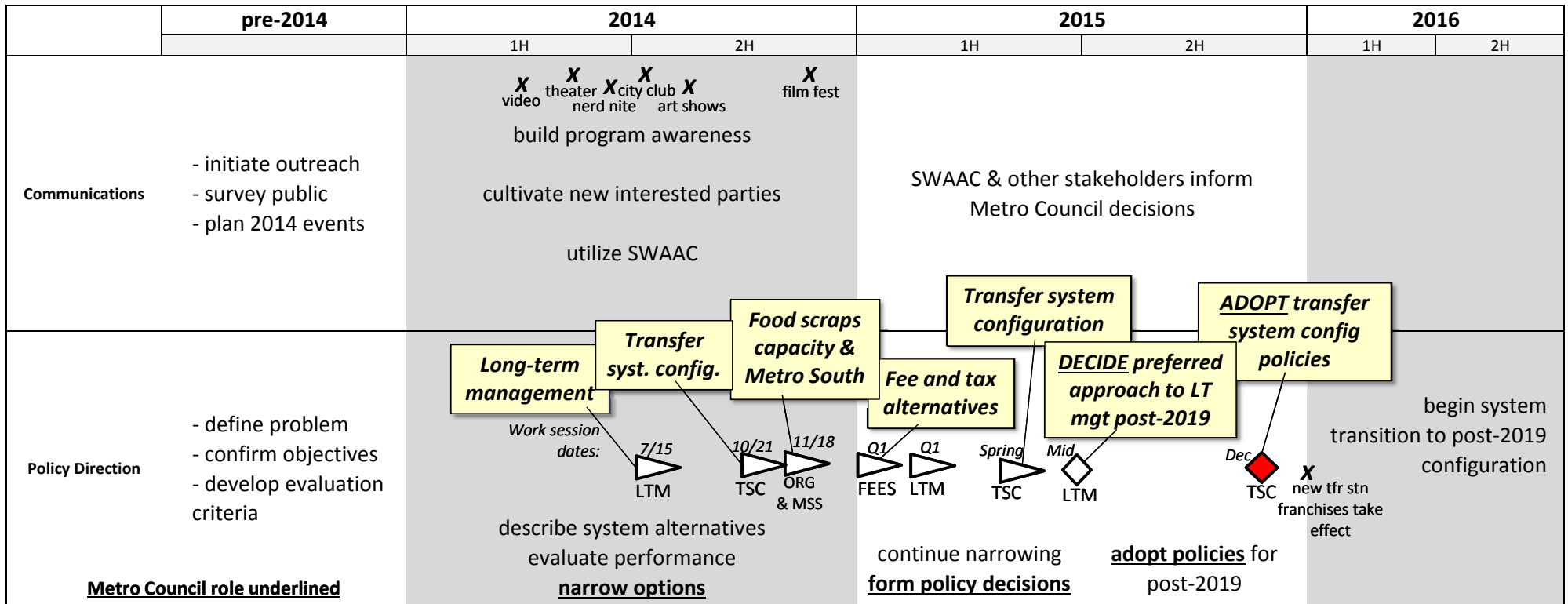
Foundational Work. What is the amount and nature of waste that might be discarded in the future, and how will various alternatives perform in managing it?

Food Scraps Capacity. What actions should Metro take to ensure adequate and reasonably proximate capacity to transfer and process food scraps collected from the region's businesses and residents?

Transfer System Configuration. What model of the public-private transfer system (*e.g.*, service levels, tonnage allocations, rates, etc.) best provides for the public interest?




Fee & Tax Policies. How should Metro recover the cost of solid waste services and programs, and of general government, to improve stability, equity and predictability?

Attachment B. Roadmap Timeline



current as of 10/30/2014

KEY TO SYMBOLS

-  Council work session
-  Provide major policy direction
-  Formally adopt new policies
- X** Date certain event

KEY QUESTIONS*

- LTM = Long-term, what should the region do with items that aren't reused, recycled, or composted?
- TSC = What model of public-private transfer system best serves the public interest?
- ORG = What actions should Metro take to ensure adequate and reasonably proximate food scraps tfr and processing capacity?
- MSS = What service alternative should Metro pursue at or near Metro South?
- FEES = How should Metro recover the cost of solid waste services and general government?

* Ongoing foundational work will support key questions by helping to describe how various alternatives would perform in managing the region's waste.

Agenda Item No. 3.0

**SOLID WASTE ROADMAP:
FOOD SCRAPS PROCESSING CAPACITY DEVELOPMENT**

Metro Council Work Session
Tuesday, November 18, 2014
Metro Regional Center, Council Chambers

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: Nov. 18, 2014

LENGTH: 45 Minutes

PRESENTATION TITLE: Solid Waste Roadmap: Food Scraps Processing Capacity Development

DEPARTMENT: Sustainability Center, Resource Conservation & Recycling (RCR)

PRESENTER(S): Matt Korot, Program Director, RCR (ext. 1760) and Jennifer Erickson, Senior Planner, RCR (ext. 1647)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** To provide the Metro Council with an overview of the project and work completed to date, and to solicit Metro Council’s input.
- **Desired outcome:** Direction from the Metro Council on which alternatives for increasing food scraps transfer and processing capacity should be further investigated.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Topic background. Metro’s Solid Waste Roadmap is a work program consisting of six interrelated projects that will help define the region’s solid waste system in the future. The purpose of the Food Scraps Capacity Development work, one of the six projects, is to develop alternatives for answering the question of what actions should Metro take to ensure there is adequate and proximate capacity to transfer and process food scraps collected from the region’s businesses and residents.

This effort is ultimately intended to help ensure the region has a sustainable food scraps recovery system: one that generates enough high quality material to make processing facilities economically viable, has an adequate transfer system, and has enough stable processing capacity to allow growth in the collection of food scraps from the region over time.

Food is the single largest component of the region’s disposed waste. This factor and the environmental benefits of recovering food are the reasons it is identified as a primary material for recovery within the region’s state-mandated Regional Solid Waste Management Plan (RSWMP).

Framing the discussion. The current commercial food scraps recovery system consists of collection of source-separated food scraps from participating businesses by private hauling firms regulated by city and county governments. Loads are delivered to the publicly-owned Metro Central Transfer Station and the privately-owned Willamette Resources, Inc. (WRI) transfer facility located in Wilsonville. Food scraps are then reloaded and transferred to privately-owned processing facilities. The City of Portland has the most mature and established collection program and delivers the majority of the tons for processing. The City of Gresham, City of Beaverton and limited areas of Clackamas and Washington counties have small-scale or pilot programs in place.

Because of limited food scraps transfer and processing capacity, there is no region-wide program available to all businesses and residents.

Based on analysis of the current system, staff has identified two key barriers to regional progress:

1. Ensuring steady and reliable supply of food scraps, and
2. The difficulty of siting or expanding processing capacity in or near the region.

Staff has been working over the past four months to identify possible actions that Metro could take to address these key barriers and move the region forward in its recovery of food scraps. The work to date has involved research and analysis, coordination with other Roadmap projects, input from key stakeholders, as well as examination of how other jurisdictions in North America have approached similar challenges.

QUESTION(S) PRESENTED FOR CONSIDERATION

- Do councilors have any questions about the paths identified by staff or suggestions for others?
- Should staff proceed with further investigation of the three paths identified to address the supply of food scraps?
- Should staff proceed with further exploration of out-of-region processing options?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No

DRAFT IS ATTACHED Yes No

Agenda Item No. 4.0

METRO SOUTH STATION ASSESSMENT PROJECT

Metro Council Work Session
Tuesday, November 18, 2014
Metro Regional Center, Council Chambers

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 18, 2014

LENGTH: 45 minutes

PRESENTATION TITLE: Metro South Station Assessment Project

DEPARTMENT: Parks & Environmental Services

PRESENTER(S): Paul Ehinger (x1789, paul.ehinger@oregonmetro.gov); Chuck Geyer (x1691, chuck.geyer@oregonmetro.gov)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To brief the Metro Council on the Metro South Assessment Project.
- Outcome: Direction from the Council on future activities regarding this project.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro owns the Metro South Station (MSS) solid waste transfer station facility, located in Oregon City, Oregon. The facility was built in 1983 and has been adapted from its original operational intent, which focused on the efficient collection and transport of garbage to the landfill for disposal, into a facility that processes many additional material types, including drop boxes, residential organics and recyclables with a focus on diverting more materials from the landfill. The MSS infrastructure is aging and the site is physically constrained with no further room to grow or change operations within the existing buildings. The Metro South Station Assessment project has examined the needs of stakeholders for transfer services for the area served by the MSS site and what changes are needed to better position this strategic asset to accomplish the region's goals for the regional solid waste system.

This project is one of the six key projects under Metro's Solid Waste Roadmap program, established to develop a direction for the growth and management of Metro's solid waste programs and facilities. The Metro South Station would need to be adapted to facilitate accomplishing some of the Roadmap programs currently under consideration.

The Metro South Station Assessment Project has identified three possible options for modifying the facility. The options were developed and narrowed utilizing input from a diverse group of stakeholders (over 500 individuals were contacted). Below is a brief description of the options:

- **Option 1** proposes major earthwork to allow the construction of an approximate 45,000 square feet (sf) expansion on the northeast side of the existing Bay 3/4 Building. The pit in the Bay 1/ 2 building would be filled in to create flat floor for flexibility and ample storage.
- **Option 2** includes an approximate 27,000 sf expansion of the existing Bay 3/4 Building on columns to the southeast over the transfer trailer load out area.
- **Option 3** includes an 70,550 sf off-site facility (location yet to be determined) for self-haul customers only that would provide waste disposal, processing and transfer, reuse drop-off (with potential resale), HHW, and recyclables drop off at the new location. The existing MSS station which would be modified slightly to increase material recovery from commercial waste.

Polling of internal and external workgroups and SWAAC (Metro Council's solid waste alternatives advisory committee) indicated a desire to further explore Options 1&3. SWAAC further expressed its interest in exploring whether additional self-haul facilities as described in Option 3, could be located in other underserved areas of the region.

Staff recommends further exploration of Options 1&3 through the development of conceptual designs and refined cost estimates, as well as continued stakeholder involvement.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council accept staff's recommendation to move forward with additional investigations of Options 1 and 3?

PACKET MATERIALS

- Would legislation be required for Council action Yes x No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Attached is a draft Executive Summary for this project. The full report will be made available after incorporating Council input.



EXECUTIVE SUMMARY-Draft Final Report
**METRO SOUTH STATION
ASSESSMENT**

Portland, Oregon

September 30, 2014



Executive Summary

Background

Built in 1983, Metro's South Station (MSS) in Oregon City is the most heavily-trafficked transfer station in the region for self-haul (general public) traffic and commercial traffic in delivering both municipal solid waste (MSW) and yard debris.

Operation of the MSS facility, like many older transfer stations, has been adapted from a focus on collecting and transporting garbage to a landfill for disposal into a facility that processes the materials being discarded including yard debris and recyclables to divert materials from landfill disposal with a goal of maximizing the amount of materials diverted. The facility currently serves commercial haulers along with the general public (self-haul) customers who bring the following types of materials for processing, recycling, recovery or disposal:

- MSW
- Yard debris
- Residential organics
- Recyclables (cardboard, scrap metal, plastic, glass)
- Recoverables (clean wood, tires)
- Household hazardous waste (HHW) – for self-haul and conditionally exempt generators (CEG); approved small businesses only

Metro has made both infrastructure and operational changes at MSS throughout the years to address the changing waste streams and processing technologies. However, the MSS site is physically constrained with limited options for future expansion or modifications. The existing facility offers 48,800 square feet (sf) for material processing and handling. Facility space requirements show additional space will be required. Creating this additional space with safe, efficient traffic movement on the existing site footprint will be a challenge.

For this project, HDR and the project team involved stakeholders in a discussion about future needs for the facility and how those needs might be best accommodated. From extensive outreach involving interviews, discussion groups, workshops, and surveys with a wide variety of project stakeholders, the project team found that people appreciate and highly value the “one stop shop” service offerings they receive on site, such as recycling, organics and household hazardous waste. A vast majority of self-haul customers consider MSS to be convenient, better able to receive their non-curbside materials, and cheaper than other options available. Many have been coming to the MSS for so long that they simply don't consider other options.

Additional space for receiving organics, household hazardous waste (HHW) and material recovery were the top needs identified by customers and operations staff alike. Also of interest was increasing safety and operational efficiency by separating commercial and self-haul traffic and providing more consistency in how various areas within MSS were used. Drivers who visit the MSS frequently preferred not to share the same space with the slower, less frequent customers who take more time. More flexible, adaptable space, a better sort line, and more options for self-sorting recyclables would be valued improvements.

Stakeholders indicated much interest in maintaining the MSS waste collection and recycling facility at its existing location. Opinions about which services might be relocated, if any, varied according to who was being asked. The high level of overall satisfaction with the facility (approaching rates of 90%) would suggest maintaining the location and most current services of the MSS was preferred by stakeholders.

Through continued work with the Metro staff, project stakeholders and with information from facility users and operators, the project team developed and refined three approaches to improve diversion activities at the MSS for discussion and consideration.

1. Operational modifications only
2. Facility retrofit (on-site only)
3. Facility retrofit with off-site improvements

Findings

None of the “operational modifications only” options (approach category 1) were deemed sufficient to accommodate future needs. There simply is not enough space on-site to reconfigure operations to gain enough efficiency in diversion and recovery to rely on operational changes alone. Therefore, this category was dismissed from further consideration as a stand-alone option.

Several options were developed and discussed for an on-site facility retrofit (approach category 2).

Option 1 proposes major earthwork to allow the construction of an approximate 45,000 sf expansion on the northeast side of the existing Bay 3/4 Building. The pit in the Bay 1/ 2 building would be filled in to create flat floor for flexibility and ample storage. Separate commercial and self-haul unloading areas would be established to separate wet waste for transfer and dry waste for sorting. A limited reuse area would be provided for recovery and storage of reusable materials. A process line could be located near the dry waste storage area for efficient handling, and a push wall would be located between the process line and storage area to stack waste and maximize the amount of dry waste stored on floor. Option 1 provides adequate space for commercial MSW sorting, if desired.

Option 2 includes an approximate 27,000 sf expansion of the existing Bay 3/4 Building on columns to the southeast over the transfer trailer load out area. In Option 2, organics (yard debris and food waste) would be processed in Bay 2. The existing pit would remain for receipt and load out of commercial wet waste. A dry waste processing line would be located in the corner of the Bay 3/4 Building, though the sort line with a 90 degree turn due to the limited floor plan is less efficient than a straight sort line as proposed in Option 1. A limited reuse area would be provided for recovery and storage of reusable materials.

The final approach (approach category 3) for facility development includes the development of a new off-site facility in conjunction with on-site improvements to the existing MSS.

Option 3 includes an off-site location (property yet to be determined) for self-haul customers only that would provide waste disposal, processing and transfer, reuse drop-off (with potential resale), HHW, and recyclables drop off at the new location. Commercial MSW customers,

packer trucks with residential and commercial organics, and drop-boxes would continue to use the existing MSS station. Option 3 offers a focus on material separation by the customer and includes the following considerations for the estimation of diversion potential. The new self-haul building would provide enough space for material receipt, storage and a material processing line to recover a variety of materials and efficient load-out of organics and MSW directly into open top containers from a flat floor. Recycling would be offered at a location ahead of the scales to provide a convenient customer separation opportunity. A large, separate building for reuse on-site (up to 20,000 sf) would provide flexible space for material unloading, separation, storage and possibly resale. It was recognized, that the development of new site for public customers would present a notable political challenge associated with siting a new facility.

Option 1 with a 45,000 SF expansion of Bays 3/4 Building and Option 3 with an off-site location for public customers and corresponding services were generally preferred among staff and stakeholders to meet identified future needs for MSS.

Materials following this page were distributed at the meeting.

Metro | *Agenda*

Meeting: Metro Council Retreat
Date: Thursday, November 20, 2014
Time: 1:30 p.m.
Place: Antoinette Hatfield Hall, Madison Room
1111 SW Broadway
Portland, OR 97205

- 1:30 PM** **1. INTRODUCTION AND BACKGROUND**
- 2 PM** **2. WHAT IS HAPPENING IN THE REGION?**
- 2:45 PM** **3. WHAT SHOULD WE WORK ON TO DELIVER
THE SIX DESIRED REGIONAL OUTCOMES?**
- 4:45 PM** **4. NEXT STEPS AND DEBRIEF**
- 5 PM** **5. ADJOURN**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Six proposed strategy areas



Six regional outcomes
Big picture plans

**Vision,
Values**

Strategic agenda
Coupled with roles

Strategy

Council Initiatives
Programs and Activities

Tactics

Metros role
Inspire
Teach
Invite
Incent
Invest/fund
Regulate/require
Service provider

- 1. Infrastructure**
 - CII--- CII funding measure
 - Hotel
 - Visitor venues
 - Blue Heron
 - Regional transportation fund
 - Brownfields
- 2. Innovative planning**
 - SW Corridor
 - CSC
 - SWRM
 - UGB/UGR
 - RTP
 - Powell/Division
- 3. Natural Environment**
 - Levy
 - Bonds
 - Behavior change
 - Permanent funding
- 4. Role in regional economic development/ job creation**
 - Develop agency economic development role
 - Develop support regional XXX strategy
- 5. Changing demographics**
 - Equity
 - Affordable housing
- 6. Build increased citizen support**

Black—existing initiative Green—future Council initiative

111814CW-03

Metro Council Retreat #1 – November 20, 2014

Discussion worksheet

	External		Internal		Other Ideas?
	Opportunities	Threats	Strengths	Weaknesses	
Infrastructure					
Innovative Planning					
Parks and Natural Areas					
Economic Development					
Changing Demographics					
Citizen engagement					

Proposed Phasing of Council Initiatives
 Status updates as of November 2014

Color Key: Green - On track
 Blue – Complete
 Purple - Delayed
 Orange - Modified and underway

	0-18 Months January 2014 – June 2015	18+ Months July 2015 – December 2016
Council Ownership	<ul style="list-style-type: none"> • OCC Hotel • Climate Smart Communities Scenario Adoption • SW Corridor Next Phase • Referral of Charter Language on Single Family Residential Neighborhoods • Regional Infrastructure Enterprise start-up • 2015 State of Oregon Transportation Funding Package • Construction Excise Tax renewal 	<ul style="list-style-type: none"> • SW Roadmap Decisions – adopt post-2019 system configuration • Parks and Natural area system plan adoption and regional convening on long term funding. Tied to Wind down of 2006 natural areas bond measure and next steps for Bond Program and renewal or replacement of serial levy. • Equity Strategy Steps 2 and 3 (Action Plan) • Regional Infrastructure Enterprise Phase 2 • Southwest Corridor funding • 2018 RTP • Willamette Falls funding
Council Attention	<ul style="list-style-type: none"> • 2014 RTP • Urban Growth Report • SW Roadmap Phase 1 – Understanding and narrowing options • Parks and Natural areas system plan • MERC FOTA • Willamette Falls planning • Reauthorization of Federal Transportation Legislation 	<ul style="list-style-type: none"> • 2015 Urban Growth Boundary Decisions • Powell/Division Corridor Plan • Expo Center Strategic Plan Implementation • 2019-2020 MTIP Flex Fund allocation • P’5 – business model and strategic planning discussion
Council Awareness	<ul style="list-style-type: none"> • Equity Strategy Step 1 – Equity Baseline • Opening of California Condor exhibit • Oregon Zoo Foundation Metro MOU • Negotiations – LIUNA AFSCME 3580 • Resolution of issues related to seasonal, temporary, and event driven employees • Remote elephant center • Diversity Action Plan implementation • Natural area levy implementation and grant programs • Decisions related to management of organics including compostable service ware, organic food waste capacity, and other program elements • Adopt cemetery unclaimed burial spaces • Zoo bond education center special procurement • OCC –MLK plaza renovation planning and budget • Expo Center - business model and strategic planning discussion • Oregon Zoo Foundation Annual report (this December) • MERC – class/comp strategy • Powell/Division Corridor Plan • Pacific NW conservation surcharge (Oregon Zoo) • Solid waste facility Community Enhancement Fee 	<ul style="list-style-type: none"> • OCC Hotel (grand opening) • Refinement of OCC Business Plan in post hotel environment. • Opening of Elephant Lands • Groundbreaking for Conservation Education Center at Oregon Zoo

111814CW-05



Solid Waste Roadmap

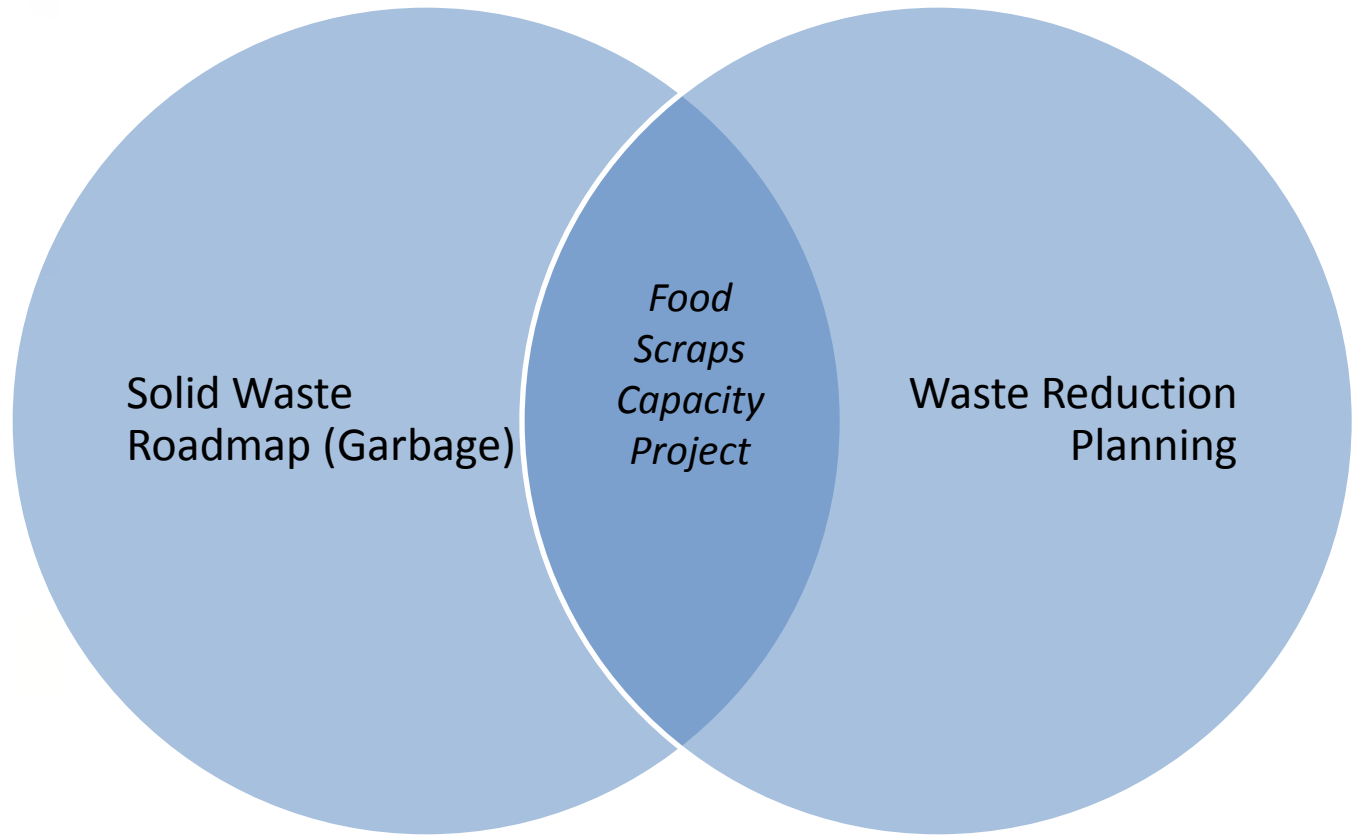
Food Scraps Transfer & Processing Capacity Development

Metro Council Work Session
November 18, 2014



Metro | *Making a great place*

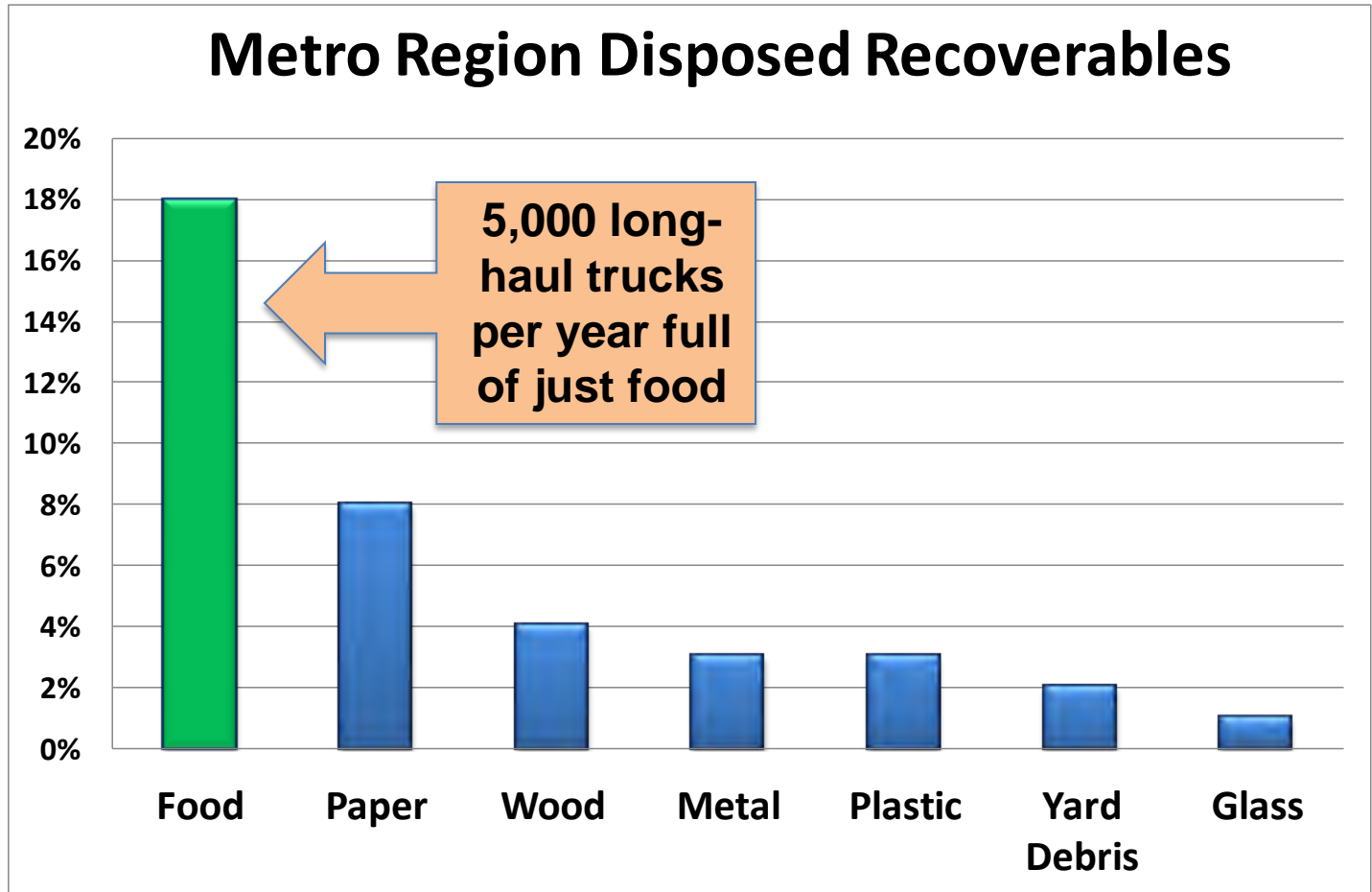
Additional Context



Presentation Outline

1. Provide a project overview.
2. Present possible paths forward.
3. Review feedback from Solid Waste Alternatives Advisory Committee and stakeholders.
4. Obtain guidance from Council on next steps.

Why Food Scraps?



Why Food Scraps?

Net Greenhouse Gas Emissions

1. Anaerobic Digestion
2. Aerobic Composting
3. In-Sink Grinder
4. Landfill

Lowest



Highest

Problem Statement

The current approach is ineffective at meeting the region's food scraps processing capacity needs.

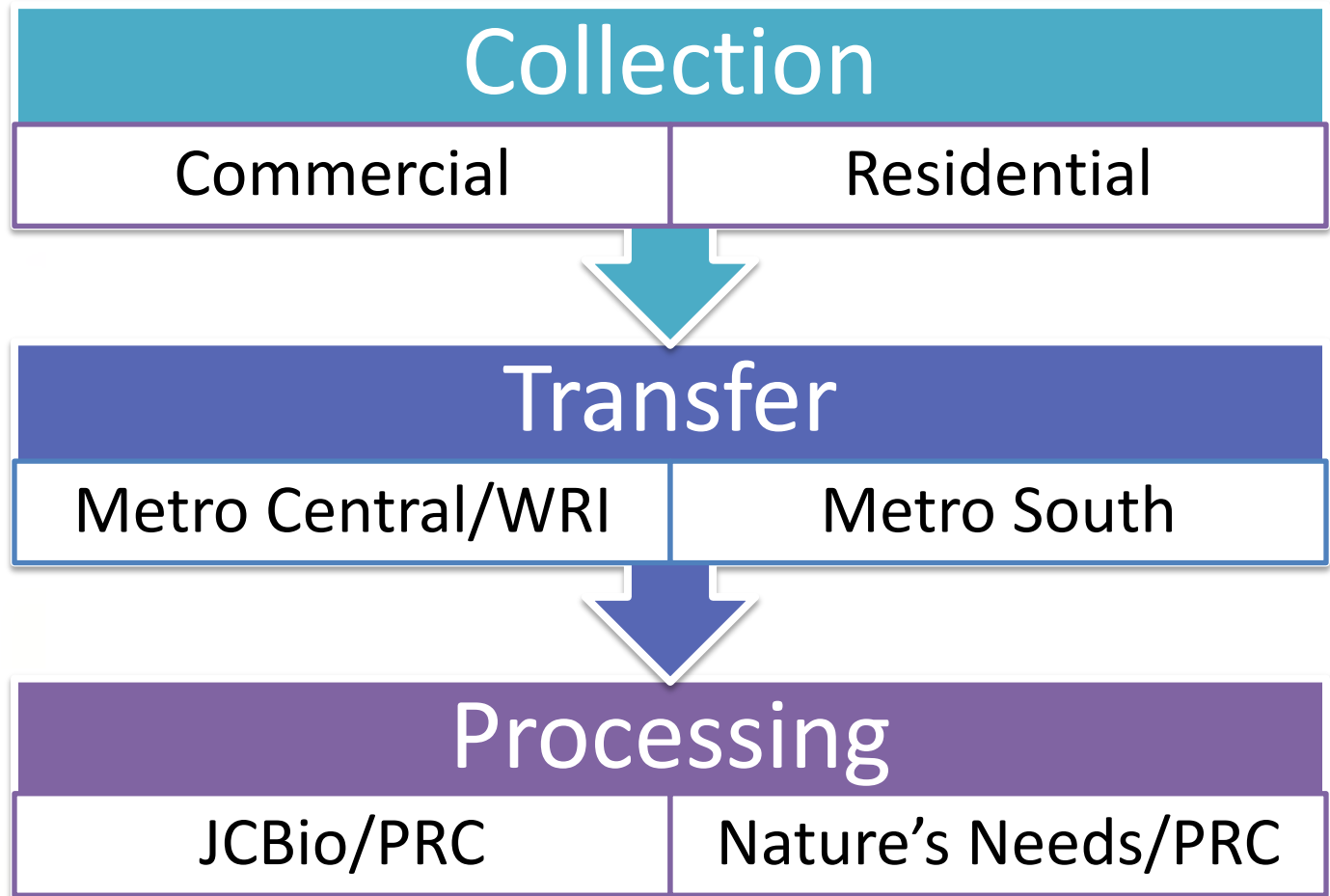


Project Objective

Ensure the region has a sustainable food scraps recovery system.



Today's Food Scraps System



Key Barriers to Progress

- 1. Supply:** Any investment in processing infrastructure is reliant on confidence in supply of food scraps, which the region cannot currently provide.
- 2. Location:** The goal of “proximate capacity” may not be feasible in the region.

Paths to Address Supply

1. Enact a disposal ban (or equivalent).
2. Use flow control authority.
3. Provide financial incentives.



1. Disposal Ban

- Supply is stabilized.
- Mechanism for implementation could take many forms.
- Metro has implemented two “bans” to date: BRR and EDWRP.
- Phased implementation and enforcement are stakeholders’ biggest concerns.

Disposal Bans in N. America

United States

- California
- Connecticut
- Massachusetts
- Rhode Island
- Vermont
- New York City
- Seattle

Canada

- Quebec
- Nova Scotia
- Prince Edward Is.
- Montreal
- Vancouver
- Nanaimo

2. Flow Control

- Metro directs waste to its own facilities.
- Metro directs waste to specific private facilities.



3. Financial Incentives



Paths to Address Proximity

1. Allow material to flow **out of region.**
2. Metro uses its technical, financial and political resources to get facilities **in the region.**



Transfer Capacity



Stakeholder Feedback

- SWAAC reinforced support for exploring a regional food scraps disposal ban.
- Metro should take steps to ensure an adequate and stable supply of quality food scraps.
- Support exploring funding for system development.
- Desire to have a system that works for multiple players, not just the big ones.

Staff Recommendations

1. Conduct full analyses of the three **Supply** alternative paths (disposal ban, flow control, financial).
2. For **Proximity**, allow for consideration of options outside region.

Questions for Council

1. Do you have any questions about the paths identified by staff or suggestions for others?
2. Should we proceed with the further investigation of the three **supply** paths?
 - Disposal ban
 - Flow control
 - Financial incentives
3. Should we explore **out-of-region processing** options?

Next Steps

1. Perform in-depth analysis of paths as directed by Council.
2. Return to Council in 2015 with detailed alternatives for consideration.



Questions for Council

1. Do you have any questions about the paths identified by staff or suggestions for others?
2. Should we proceed with the further investigation of the three **supply** paths?
 - Disposal ban
 - Flow control
 - Financial incentives
3. Should we explore **out-of-region processing** options?

Councilor Feedback Sheet

to capture thoughts and feedback on the **Food Scraps Capacity** presentation

November 18, 2014

Questions for the Metro Council today:

1. Do you have any questions about the paths identified by staff or suggestions for others?
2. Should we proceed with the further investigation of the three **supply** paths?
 - a. Disposal ban
 - b. Flow control
 - c. Financial incentives
3. Should we explore **out-of-region processing** options?

Feedback

Background/context

Proposed paths to address **supply** (disposal ban, flow control, financial incentives)

Proposed paths to address **proximity** (allow out-of-region flow, push towards in-region facilities)

Metro South Assessment Project



Metro South Comes Into Being- 1983



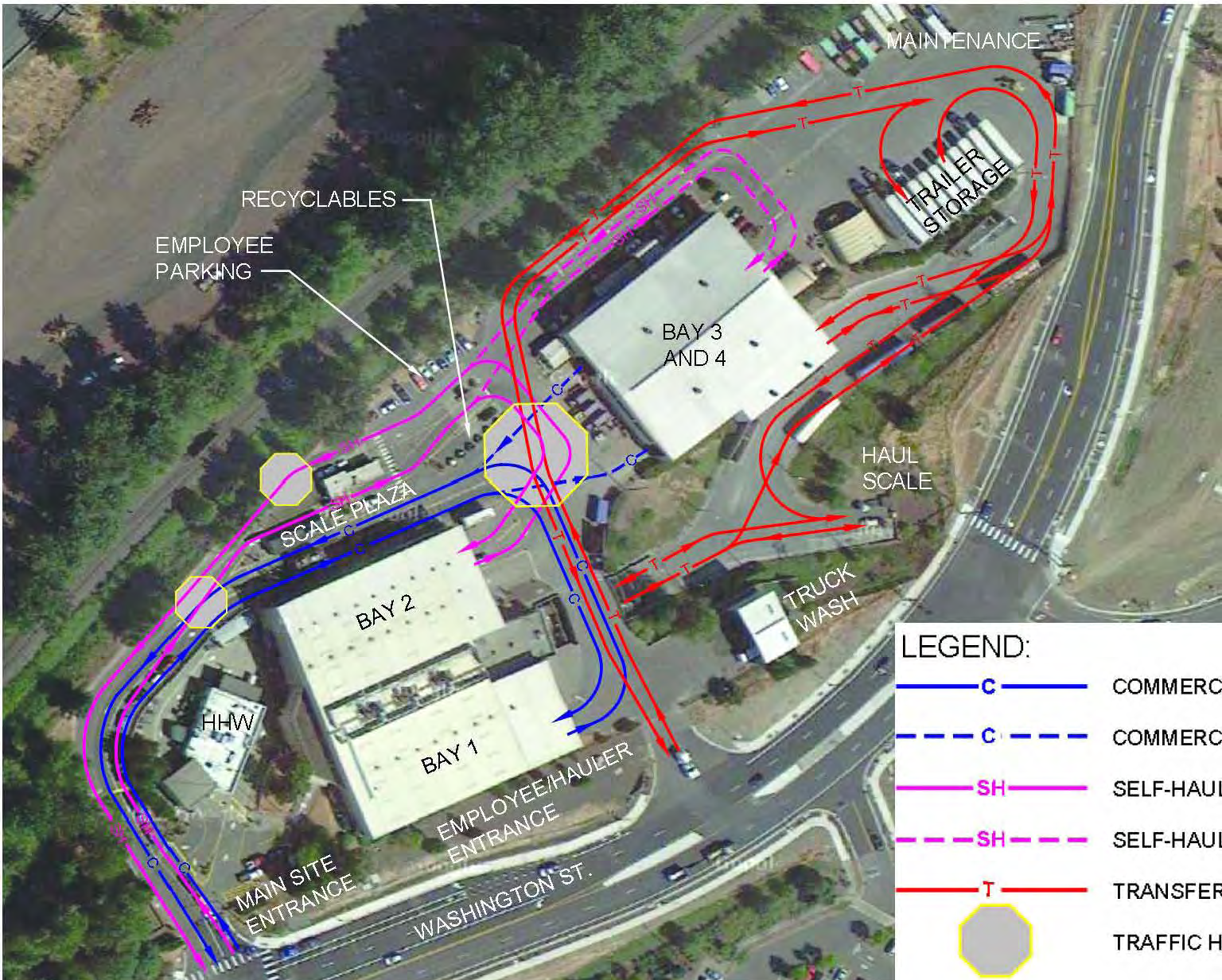
Metro South Evolves- 1992



View of Cut for Compactors



Site Traffic- 2014



LEGEND:

	COMMERCIAL WET TRAFFIC
	COMMERCIAL DRY TRAFFIC
	SELF-HAUL MSW TRAFFIC
	SELF-HAUL ORGANICS/C&D TRAFFIC
	TRANSFER TRAILER TRAFFIC
	TRAFFIC HAZARD AREA

Stakeholder Needs Assessment Process

- Commercial Solid Waste firms
- Self-haul Customers
- Onsite operations staff (both Metro and operations contractor)
- Local Government Partners
- Internal Metro Stakeholders
- Formed internal and external working groups

What We Learned

- Self Haul Customers love this place!
 - 85% of self haul customers were very satisfied
- Commercial customers satisfied as well
- Onsite staff want more space for their activities
- Local governments would like expanded services as would internal Metro staff

RANK	PRIORITIZED LIST OF FACILITY NEEDS
1	Household Hazardous Waste Services are essential
2	Commercial Organics should be accommodated
3	Residential Organics and Yard Debris areas need expansion
4	Self-haul Waste services should be continued and expanded
5	More space is needed for Recovering & Sorting Recyclables
6	Separate Commercial Waste Deliveries from self haul
7	Provide Customer Education while onsite
8	Minimize Queue Times and Provide Wayfinding
9	Receive Source Separated Recyclables before scales

Development of Facility Options

- First consider operation changes or minor site improvements
- Consider major site improvements to accommodate needs
- Consider onsite and offsite improvements

Minimum Expansion to Accommodate Commercial Organics



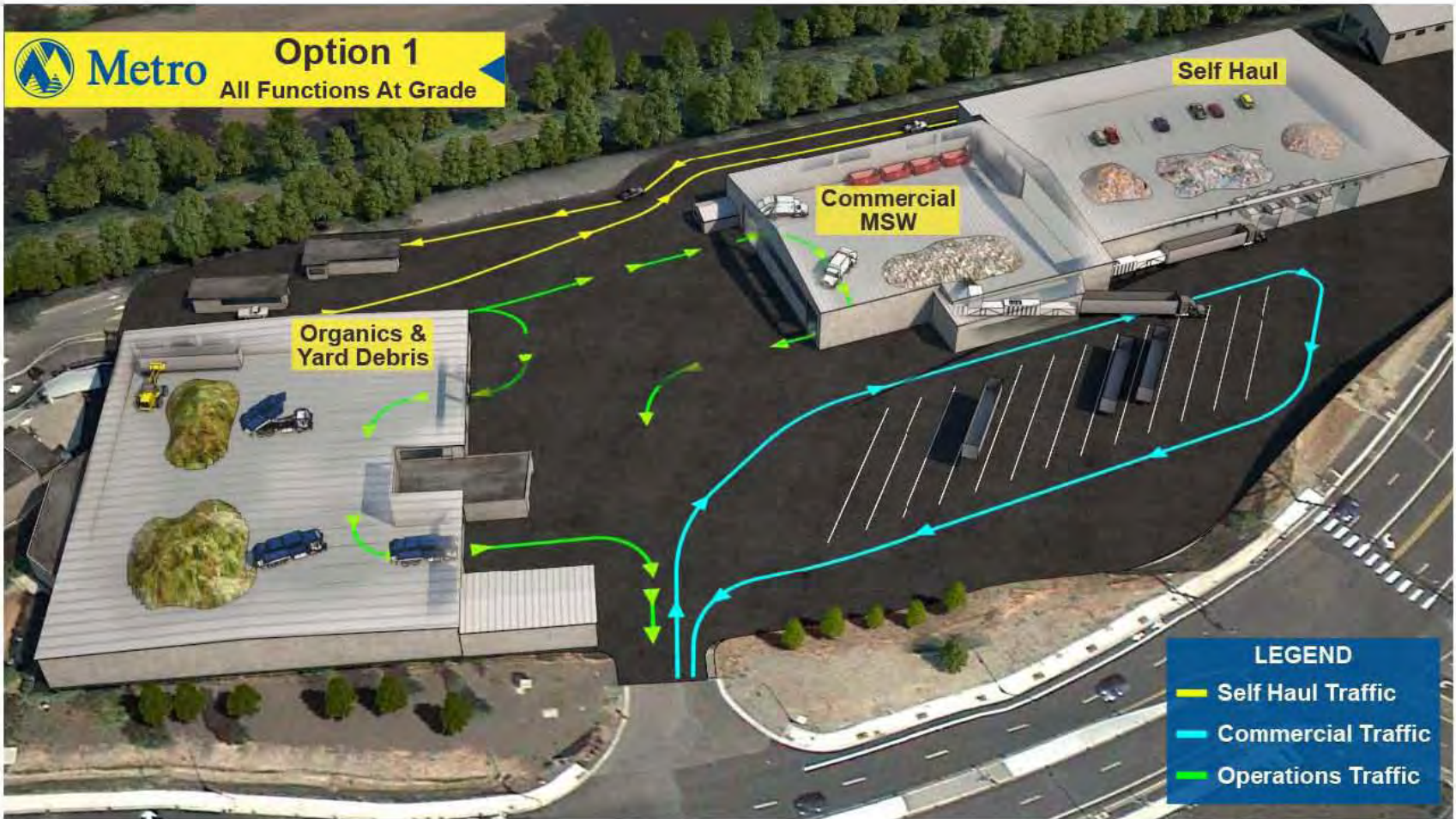
Full Buildout Option



Option 1- Fill to Grade



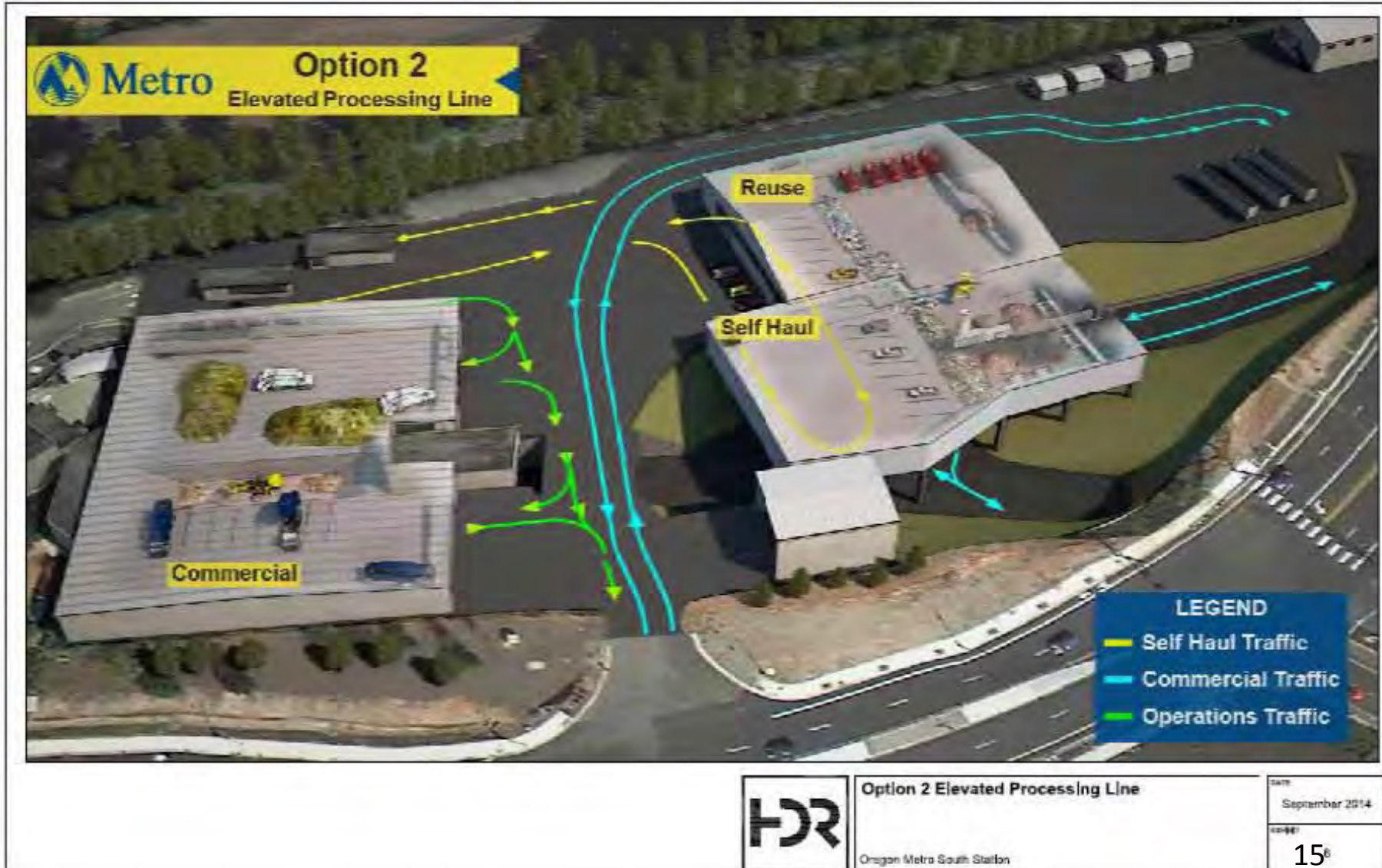
Option 1- Graphic



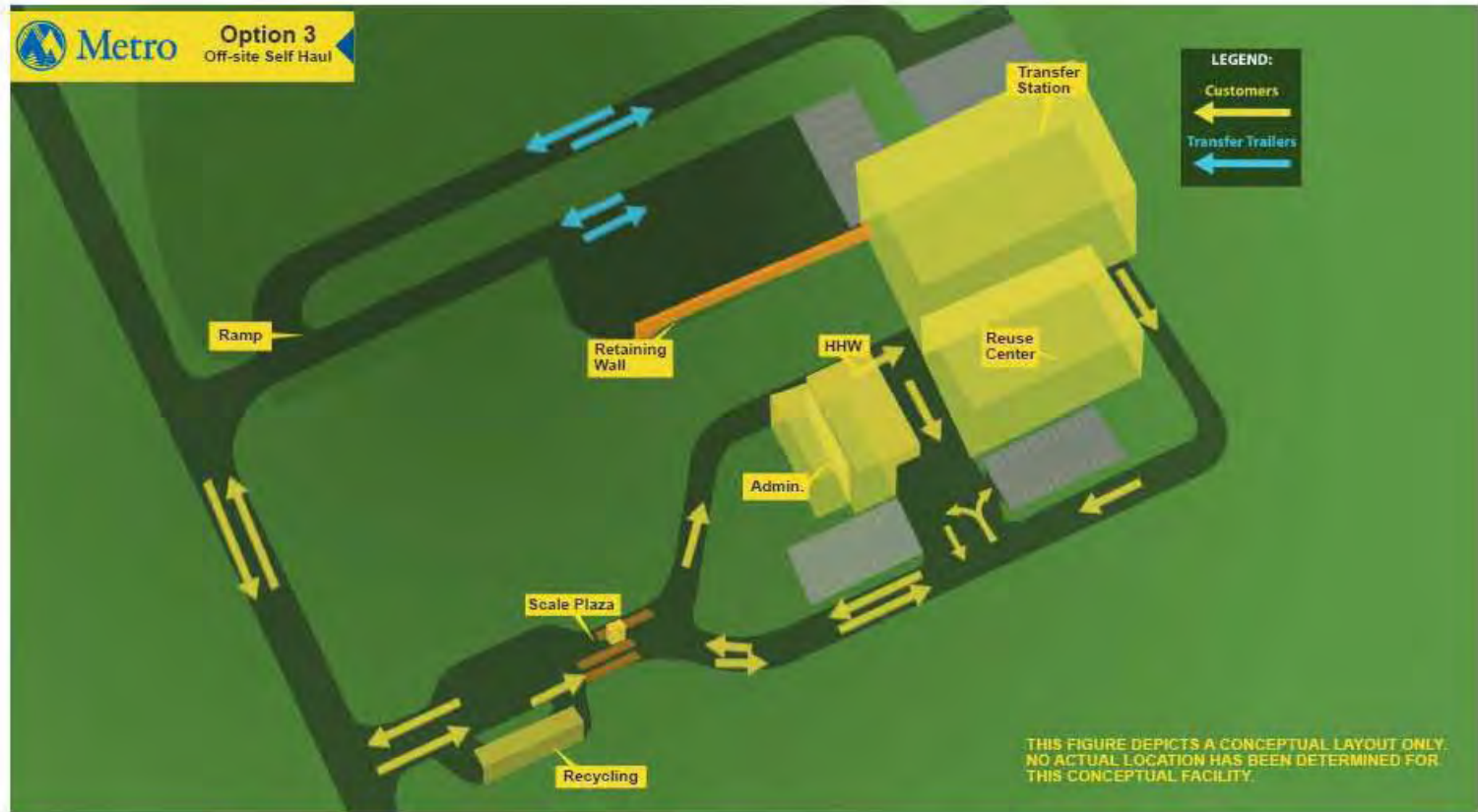
Option 2- Columns



Option 2 Graphic



Option 3- Move Self Haul Off Site



Option 3 Graphic



Option 3 Off-Site Self Haul

Creston Metro South Station

DATE
September 2014

CODE
17

Cost Estimates and Diversion Potential

	Option 1- Fill to grade	Option 2- Columns	Option 3- Off Site Self haul
Total Capital Cost	\$25,250,000	\$18,440,000	\$27,746,320
Square feet >	45,300	26,855	70,550
Annual Operating Cost Increase	\$1,324,000	\$1,244,000	\$1,806,000
Diversion Potential	39%	36%	43%

Final Ranking by Workgroups and SWAC Input

- Internal Metro Workgroup favored Option 1 (Fill to grade/fill in pit)
- External Workgroup favored Option 3 (Move self haul facility)
- SWAAC favored Option 3

Staff Recommendation

- Narrow the options to two
 - Fill to Grade (1) and Move Self Haul (3)
- Refine designs to facilitate other roadmap projects as the evolve
- Refine cost estimates and conceptual designs
- Return to Council with recommendations in 12 to 18 months depending on outcome of other projects

Questions

- Are there any more questions about this presentation?
- Do you accept staff's recommendation to move forward with additional investigations on the Fill to Grade (1) and Move Self Haul (3) options?

Councilor Feedback Sheet

(to capture thoughts and feedback on the Metro South Assessment presentation)

November 18, 2014

Question for the Metro Council today:

Does the Council accept staff's recommendation to move forward with additional investigations of Options 1 and 3?

Feedback

Background

Stakeholders

Overall Policy

in response to feedback from Metro’s policy advisory committees

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A)	ORDINANCE NO. 14-1346B
PREFERRED CLIMATE SMART)	
COMMUNITIES STRATEGY AND AMENDING)	Introduced by Chief Operating Officer
THE REGIONAL FRAMEWORK PLAN TO)	Martha Bennett in concurrence with
COMPLY WITH STATE LAW)	Council President Tom Hughes

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon to stop increases in greenhouse gas emissions by 2010, reduce emissions to at least 10 percent below 1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, the cities of Beaverton, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Oregon City, and Portland which together represent 66 percent of the population under Metro’s jurisdiction, have all signed onto the U.S. Mayor’s Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012; and

WHEREAS, Oregon Legislature passed House Bill 2001, also known as the Jobs and Transportation Act (“JTA”), in 2009; and

WHEREAS, Section 64 of the JTA included \$857 million for 14 projects identified by local governments in eastern Oregon and 37 specific highway projects across Oregon, including construction of Phase 1 of the Sunrise Corridor (Units 1-3) in Clackamas County, widening US 26 and improvements to US 26 interchanges at Shute and Glencoe roads in Washington County, and reconstruction of the OR 43/Sellwood Bridge interchange in Multnomah County, the I-5/I-205 interchange in Tualatin, the I-205/OR 213 interchange in Oregon City, and the I-84/257th Avenue interchange in Troutdale; and

WHEREAS, the JTA also included \$100 million for the ConnectOregon III program that is building rail, port, transit and aviation projects across the state; and

WHEREAS, Section 37 of the JTA requires Metro in the Portland metropolitan region to prepare and cooperatively select a preferred land use and transportation scenario for achieving greenhouse gas emission reductions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less (light vehicles); and

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) in 2010 and directed staff to conduct greenhouse gas scenario planning; and

WHEREAS, on December 16, 2010, the Metro Council, with the advice and support of MPAC, established six desired outcomes to reflect the region’s desire to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices that minimize greenhouse gas emissions and equitably distribute the benefits and costs of growth and change in the region; and

WHEREAS, in 2011, the Land Conservation and Development Commission (“LCDC”) adopted Oregon Administrative Rules (“OARs”) 660-044-0000 to -0060, which included per capita greenhouse gas emissions reduction targets for each of Oregon’s six metropolitan areas, including the Portland

in response to feedback from Metro's policy advisory committees

metropolitan region, to help meet statewide goals to reduce greenhouse gas emissions to 75 percent below 1990 levels by the year 2050; and

WHEREAS, the LCDC adopted target ~~calls for~~[directs](#) the Portland metropolitan region to reduce per capita roadway greenhouse gas emissions from light duty vehicles by 20 percent below 2005 levels by 2035; and

WHEREAS, the target reduction is in addition to significantly greater reductions anticipated to occur from state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, in 2012, the LCDC amended OAR 660-044-0040 to direct Metro to evaluate a reference case that reflects implementation of existing adopted comprehensive and transportation plans and at least two alternative land use and transportation scenarios that accommodate planned growth while achieving a reduction in greenhouse gas emissions from light vehicles and guide Metro in the evaluation and selection of a preferred land use and transportation scenario by December 31, 2014; and

WHEREAS, the Portland metropolitan region conducted scenario planning through the Climate Smart Communities Scenarios Project to demonstrate leadership on addressing climate change, maximize achievement of all six of the region's desired outcomes, implement adopted local and regional plans and visions, including the 2040 Growth Concept, local comprehensive and transportation system plans and the regional transportation system plan, and respond to Section 37 of the JTA and OAR 660-044; and

WHEREAS, the Climate Smart Communities Scenarios Project was completed through a 3-phase collaborative effort designed to support communities in the Portland metropolitan region in realizing their aspirations for healthy and equitable communities and a strong economy, and reduce greenhouse gas emissions from light vehicles as required by the State; and

WHEREAS, Phase 1 of the Scenarios Project focused on understanding the region's land use and transportation choices by conducting a review of published research and testing 144 regional scenarios in 2011; and

WHEREAS, Phase 2 of the Scenarios Project, in 2012 and 2013, focused on shaping future choices for the region to advance implementation of community visions by conducting further analysis of the Phase 1 scenarios, confirming local land use visions, preparing eight community case studies and engaging community and business leaders, city and county officials and staff, county coordinating committees, responsible state agencies, a technical work group and Metro's technical and policy advisory committees to develop assumptions for three scenarios to test and a set of evaluation criteria to be used to measure and compare them; and

WHEREAS, Phase 2 of the Scenarios Project found that adopted local and regional plans, if implemented, can meet the state mandated target for reducing greenhouse gas emissions from light vehicles by 2035; and

WHEREAS, Phase 3 of the Scenarios Project, in 2014, considered the results of the Phase 2 evaluation, the region's six desired outcomes, feedback received from public officials, business and community leaders, interested members of the public and other identified audiences from January to April 2014 to shape a draft preferred approach; and

in response to feedback from Metro's policy advisory committees

WHEREAS, on June 19, 2014, the Metro Council directed staff to evaluate the draft approach, a product of four years of research, analysis, community engagement and discussion, that was unanimously recommended by MPAC and JPACT for testing on May 30, 2014; and

[WHEREAS, the draft approach accommodates expected growth, meets the state mandate, and relies on implementing adopted local and regional land use and transportation plans; and](#)

WHEREAS, the recommended approach as set forth in the draft Climate Smart Communities Strategy reflects adopted local and regional land use plans and local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014; and

WHEREAS, the recommended approach, as set forth in the draft Climate Smart Communities Strategy, reflects assumptions used by the state when adopting the region's reduction target for state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, the recommended approach reflects the financially constrained 2014 RTP level of investment for streets, highways and active transportation, and higher levels of investment for (1) transit service and related capital improvements needed to support increased service levels, (2) transportation system management technologies, and (3) travel information and incentive programs; and

WHEREAS, while the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals; and

WHEREAS, analysis shows, if implemented, the recommended approach achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region; and

WHEREAS, the recommended approach reduces air pollution, improves safety, helps people live healthier lives, manages congestion, reduces freight truck travel costs due to delay, expands travel options, improves access to jobs and essential destinations, and makes the most of investments already made in the region's transportation system – all of which help save businesses and households money and support job creation and economic development; and

[WHEREAS, the results further demonstrate that the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation; and](#)

WHEREAS, on September 15, 2014, Metro staff launched an online survey and released the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014, as set forth in the draft Climate Smart Communities Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach; and

WHEREAS, the draft Climate Smart Communities Strategy reflects the [draft](#) approach unanimously recommended for study by MPAC and JPACT on May 30, 2014; and

in response to feedback from Metro's policy advisory committees

WHEREAS, the Regional Framework Plan guides Metro land use and transportation planning and other activities and does not mandate local government adoption of any particular policy or action; and

WHEREAS, the draft Regional Framework Plan Amendments identify refinements to existing regional policies that integrate the key components of the Climate Smart Communities Strategy, including [policies and strategies to guide implementation of the strategy and](#) performance measures for tracking the region's progress on implementing the strategy; and

WHEREAS, the draft Toolbox of Possible Actions identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, local governments and special districts can take to begin implementation of the Climate Smart Communities Strategy; and

WHEREAS, ~~while~~ the toolbox [provides an advisory menu of possible actions and](#) does not [require local governments, special districts, or state agencies mandate adoption of to adopt](#) any particular policy or action; and

[WHEREAS, MPAC and JPACT recommend the toolbox be a living document subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions; and](#)

[WHEREAS, MPAC and JPACT agree updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to consider implementing the actions recommended in the toolbox Toolbox of Possible Actions in ways that can be locally tailored ways; and](#)

WHEREAS, the draft Performance Monitoring Approach identifies measures and aspirational targets for tracking the region's progress on implementing the key components of the Climate Smart Communities Strategy adopted by the Metro Council that build on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements; and

WHEREAS, the 2018 Regional Transportation Plan update will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040; and

WHEREAS, Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, JPACT, its Metro Technical Advisory Committee ("MTAC"), its Transportation Policy Alternatives Committee ("TPAC"), state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland, public, private and non-profit organizations and the public; and

WHEREAS, the Metro Council held public hearings on October 30 and December 18, 2014; and

WHEREAS, Metro identified amendments in response to comments received on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach for consideration by MTAC, TPAC, MPAC and JPACT as set forth in the Summary of Recommended Changes; and

in response to feedback from Metro's policy advisory committees

WHEREAS, MTAC, TPAC, MPAC and JPACT have considered the results of the evaluation, materials released for public review on September 15, 2014, subsequent public and stakeholder input received and amendments identified to address input received prior to recommending a preferred scenario for the Metro Council to adopt by December 31, 2014; and

WHEREAS, adoption of the Climate Smart Communities Strategy and supporting implementation recommendations presents an opportunity for the region to act together to [continue to](#) demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans; and

WHEREAS, MPAC and JPACT acknowledge that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term; and

WHEREAS, MPAC and JPACT have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions as a starting point; and

WHEREAS, MPAC, on December 10, 2014, and JPACT, on December 11, 2014, recommended Council adoption of the preferred scenario under OAR 660-044-0040, as reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, to achieve state and regional climate goals and support many other state, regional and local goals, including expanded transportation choices, clean air, healthy and equitable communities, and a strong economy; now, therefore,

BE IT ORDAINED THAT:

1. The Climate Smart Communities Strategy, attached to this ordinance as Exhibit A, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040.
2. The amendments to the Regional Framework Plan, attached to this ordinance as Exhibit B, are hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 to provide policy direction on efforts to reduce per capita greenhouse gas emissions from light duty vehicles and identify performance measures to evaluate and report on the region's progress toward implementing key components of the Climate Smart Communities Strategy.
3. The amendments to Chapter 2 of the Regional Framework Plan, attached to this ordinance as Exhibit B, are also incorporated into Chapter 2 of the Regional Transportation Plan.
4. The Toolbox of Possible Actions (2015-2020), attached to this ordinance as Exhibit C, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be [updated and](#) incorporated into the technical appendix for the Regional Transportation Plan as part of the next update. [The toolbox is a living document that is expected to evolve and change over time to reflect new information and approaches for reducing greenhouse gas emissions. The Metro Council directs staff to provide opportunities for further review and refinement of the toolbox by local governments, ODOT, TriMet and other stakeholders as part of federally-required ~~the~~ updates to the Regional Transportation Plan.](#)

in response to feedback from Metro's policy advisory committees

5. The Performance Monitoring Approach, attached to this ordinance as Exhibit D, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be incorporated into the Regional Transportation Plan.
6. Metro's on-going regional performance monitoring program will evaluate and report on the region's progress over time toward implementing key components of the Climate Smart Communities Strategy through ~~regularly-scheduled~~federally-required updates to the Regional Transportation Plan, ~~and-scheduled updates to the~~ Urban Growth Report, and in response to Oregon State Statutes ORS 197.301 and ORS 197.296.
7. The Summary of Recommended Changes, attached to this ordinance as Exhibit E, is hereby adopted to amend Exhibits A through D.
8. The Short List of Climate Smart Actions for 2015 and 2016, attached to this ordinance as Exhibit F, is hereby adopted to demonstrate the region's commitment to work together to begin implementing the Climate Smart Communities Strategy.
- ~~8.9.~~ The Findings of Fact and Conclusions of Law in Exhibit ~~FG~~, attached and incorporated into this ordinance, explain how adoption of Exhibits A through ~~E-F~~ by the Council satisfies Metro's responsibility under state law to prepare and cooperatively select a preferred land use and transportation scenario that achieves the adopted LCDC target for greenhouse gas emission reductions from light vehicles in the Portland metropolitan region by 2035 pursuant to OAR 660-044.
- ~~9.10.~~ Metro staff is directed to prepare a final report that consolidates Exhibits A, C and D, as amended by Exhibit E, and transmit the report and decision record, including this ordinance and exhibits to the ordinance, to the LCDC in the manner of periodic review.
- ~~10.11.~~ The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan ~~by December 31, 2018~~. Metro staff is directed to begin scoping the work plan for the next update to the Regional Transportation Plan, and identify a schedule and outline of policy decisions and resources needed.

ADOPTED by the Metro Council this 18th day of December, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 14-1346B, FOR THE PURPOSE OF ADOPTING A PREFERRED CLIMATE SMART COMMUNITIES STRATEGY AND AMENDING THE REGIONAL FRAMEWORK PLAN TO COMPLY WITH STATE LAW

Date: ~~October 20~~[November 12](#), 2014

Prepared by: Kim Ellis, Principal Transportation Planner
Planning and Development Department, 503-797-1617

BACKGROUND

The Climate Smart Communities Scenarios Project responds to a 2009 mandate from the Oregon Legislature for Metro to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro is the regional government serving a population of 1.5 million people in the Portland metropolitan region. In that role, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Climate Smart Communities Strategy and supporting implementation recommendations in this ordinance. Adoption of this ordinance satisfies the 2009 legislative mandate and subsequent requirements adopted by the Land Conservation and Development Commission (LCDC) in 2011 and 2012 under Oregon Administrative Rule 660-044.

This ordinance forwards recommendations from the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) to the Metro Council on adopting a preferred land use and transportation scenario under OAR 660-044-0040. The Climate Smart Communities Strategy contained in the ordinance achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region. The strategy builds on and supports adopted local and regional plans and visions for healthy and equitable communities and a strong economy. [It also demonstrates that the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation.](#)

Metro Council action through Ordinance No. 14-1346B adopts a preferred land use and transportation scenario under OAR-044-0040 and directs staff to develop and submit a final report with the decision record to LCDC in the manner of periodic review. The ordinance also directs staff to begin scoping the work plan for the next update to the Regional Transportation Plan, which will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040.

LEGISLATIVE BACKGROUND

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth's climate is changing, indicating a long-term commitment to significantly reduce GHG emissions in Oregon.

In 2007 the Oregon Legislature established statewide greenhouse gas emissions reduction goals. The goals apply to all emission sectors – energy production, buildings, solid waste and transportation – and direct Oregon to:

- stop increases in GHG emissions by 2010
- reduce GHG emissions to 10 percent below 1990 levels by 2020
- reduce GHG emissions to at least 75 percent below 1990 levels by 2050.

In 2009, the Oregon Legislature passed House Bill 2001, the Jobs and Transportation Act (JTA). Section 37 of the Act requires Metro to develop two or more alternative land use and transportation scenarios designed to accommodate population and job growth anticipated by 2035 and reduce GHG emissions from light vehicles. Section 37 of the Act requires Metro to adopt a preferred scenario after public review and consultation with local governments in the Portland metropolitan region and calls for local governments to implement the adopted scenario.

[In addition, the JTA increased vehicle-related fees and the state gas tax, and included \\$857 million for 14 projects identified by local governments in eastern Oregon and 37 specific highway projects across Oregon, including construction of Phase 1 of the Sunrise Corridor \(Units 1-3\) in Clackamas County, widening US 26 and improvements to US 26 interchanges at Shute and Glencoe roads in Washington County, and reconstruction of the OR 43/Sellwood Bridge interchange in Multnomah County, the I-5/I-205 interchange in Tualatin, the I-205/OR 213 interchange in Oregon City, and the I-84/257th Avenue interchange in Troutdale. The JTA also included \\$100 million for the ConnectOregon III program that is building rail, port, transit and aviation projects across the state.](#)

In 2010, the Metro Council adopted the 2035 Regional Transportation Plan (RTP) and directed staff to conduct greenhouse gas scenario planning consistent with the JTA. In the same year, the Council also adopted six desired outcomes for the region to reflect a shared vision to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices that minimize greenhouse gas emissions and equitably distribute the benefits and costs of development.

To guide Metro's scenario planning work, the LCDC adopted the Metropolitan Greenhouse Gas Reduction Targets Rule (Oregon Administrative Rule 660-044) in May 2011. As required by section 37 of the JTA, OAR 660-044-0020 identifies GHG emissions reduction targets for 2035 for each of Oregon's six metropolitan areas. The targets identify the percentage reduction in per capita GHG emissions from light vehicle travel that is needed to help Oregon meet its GHG emissions reduction goals for 2050.

The LCDC target-setting process assumed anticipated changes to the vehicle fleet mix, improved fuel economy, and the use of improved vehicle technologies and low carbon fuels that would reduce 2005 emissions levels from 4.05 to 1.5 MT CO₂e per capita by 2035. The adopted target for the Portland metropolitan area calls for a 20 percent per capita reduction in GHG emissions from light vehicle travel by 2035. This target reduction is in addition to the emissions reductions anticipated from changes to the fleet and technology sectors as identified in the Agencies' Technical Report. Therefore, to meet the target, per capita roadway GHG emissions must be reduced by an additional 20 percent below the 1.5 MT CO₂e per capita by 2035 to 1.2 MT CO₂e per capita. The adopted target for the region is the equivalent of 1.2 MT CO₂e per capita by 2035.

In 2012, the LCDC amended OAR 660-044-0040 to further direct Metro to evaluate a reference case that reflects implementation of existing adopted comprehensive and transportation plans and at least two alternative land use and transportation scenarios that accommodate planned growth while achieving a reduction in greenhouse gas emissions from light vehicles. The amendments also directed Metro on the evaluation and selection of a preferred land use and transportation scenario by December 31, 2014.

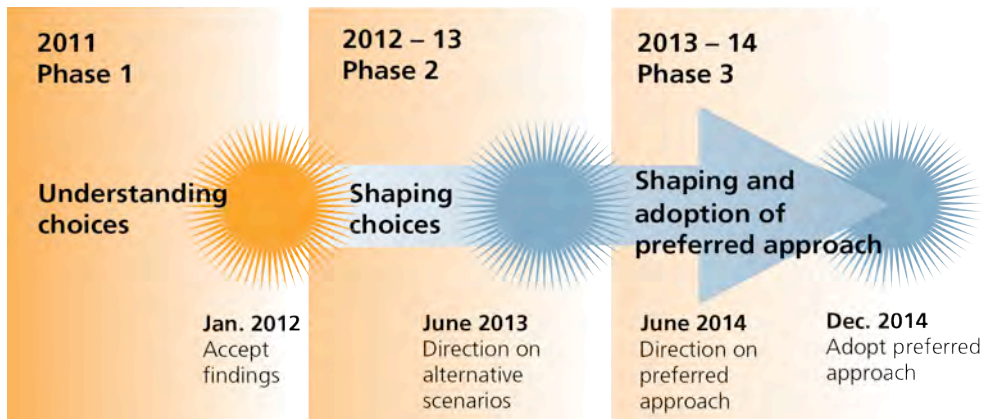
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Since 1995, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for making a great place: vibrant communities, economic prosperity, transportation choices, equity, clean air and water, and leadership on climate change. Local and regional efforts to implement the 2040 Growth Concept provided a solid foundation for the GHG scenario planning work required of the region.

The Portland metropolitan region conducted scenario planning in three phases through the Climate Smart Communities Scenarios Project (Scenarios Project). The project was designed to implement the 2010 Council actions, demonstrate leadership on climate change, maximize achievement of all six of the region’s desired outcomes, support adopted local and regional plans and satisfy requirements in Section 37 of the JTA and OAR 660-044.

Figure 1 shows the project timeline.

Figure 1. Climate Smart Communities Project Timeline



Working together with city, county, state, business and community leaders, Metro researched how land use and transportation policies and investments can be leveraged to create healthy and equitable communities and a strong economy and meet state adopted targets for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region served as the foundation for the scenarios tested throughout the project, with a goal of creating a diverse yet shared vision of how to make this region a great place for all communities today and for generations to come – and meet state greenhouse gas emissions targets.

Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitated this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The project relied on this existing regional decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC and the public participation process. A technical work group of members from MTAC and TPAC was formed to assist Metro staff with the development of work products, provide technical advice and assist with engaging local government officials and senior staff throughout the process.

PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2011 TO JAN. 2012)

Phase 1 began in 2011 and concluded in early 2012. This phase focused on understanding the region's choices and produced the *Strategy Toolbox*, a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits. Staff also engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research.

In addition, Metro evaluated a wide range of options for reducing greenhouse gas emissions by testing 144 different combinations of land use and transportation strategies to learn what it would take to meet the region's reduction target by 2035. Strategies we organized into six policy areas:

- Community design
- Pricing
- Marketing and incentives
- Roads
- Fleet
- Technology

Each of these policies areas included individual strategies that national research has shown to affect greenhouse gas emissions. Metro staff used a regionally tailored version of the Oregon Department of Transportation (ODOT) Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the scenario analysis – the same model used by state agencies to set the region's greenhouse gas emissions reduction target and ODOT develop the Statewide Transportation Strategy for reducing greenhouse gas emissions. GreenSTEP accounts for the synergies between the policy areas and other variables, including vehicle miles traveled, fuel consumption, fleet mix, vehicle technology, amount of transit service and road expansion provided and the location of forecasted future growth.

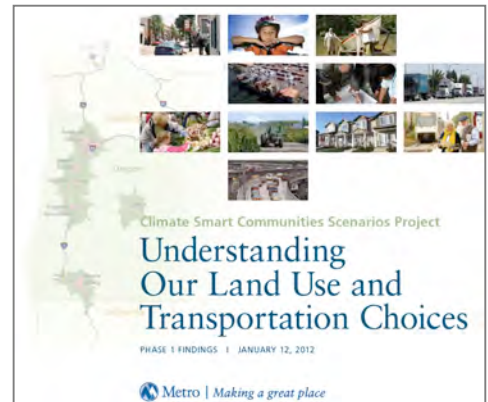
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

The Phase 1 findings indicated that current adopted plans and policies – if realized – along with state assumptions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and other alternative fuel vehicles, provide a strong foundation for meeting the state target. Although



Strategy Toolbox

Staff completed a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits.



Understanding Our Land Use and Transportation Choices

Phase 1 concluded adopted plans provide a strong foundation for reducing greenhouse gas emissions and that a key to meeting state target would be developing public and private partnerships to invest in communities in ways that support local community and economic development goals.

current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. As a result, the region concluded that a key to meeting the target would be the various governmental agencies working together to develop public and private partnerships to invest in communities in ways that support adopted local and regional plans and reduce greenhouse gas emissions.

PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2012 – OCT. 2013)

Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state GHG emissions reduction target. Staff conducted a sensitivity analysis of the policy areas tested during Phase 1 to better understand the GHG emissions reduction potential of individual strategies within each policy area.¹ The policies tested included pay-as-you-drive insurance, use of technology to actively manage the transportation system, expanded transit service, user-based pricing of transportation, transportation demand management programs, increased bicycle travel, carsharing and advancements in clean fuels and vehicle technologies.

Assuming adopted community plans and national fuel economy standards, the most effective individual policies for reducing greenhouse gas emissions were found to be:

- Fleet and technology advancements
- Transit service expansion
- User-based pricing of transportation (e.g., fuel price, pay-as-you-drive insurance, parking fees, mileage-based road use fee, and carbon fee)

The information derived from the sensitivity analysis was used to develop a [simplified](#) five-star rating system for communicating the relative climate benefit of different policies. The potential reductions found for each individual policy area, and the star rating assigned, represent the potential effect of individual policy areas in isolation and do not capture greenhouse gas emissions reductions that may occur from synergies between multiple policies if implemented together.

It should be noted that the potential reductions achieved from increased walking and biking are likely underestimated due to known limitations with GreenSTEP.² It is also important to note that while some strategies did not individually achieve significant greenhouse gas emissions reductions, such as increasing walking or bicycle mode share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in adopted community plans and visions.

Metro also undertook an extensive consultation process by sharing the Phase 1 findings with cities, counties, county-level coordinating committees, regional advisory committees and state commissions. Staff also regularly convened a local government staff technical working group throughout 2012. The work group continued to provide technical advice to Metro staff, and assistance with engaging local government officials and senior staff.

¹ Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

² Metro staff used a regionally tailored version of ODOT's Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the analysis. ODOT is currently working on enhancements to GreenSTEP to better account for pedestrian travel and address other limitations identified through the Climate Smart Communities Scenarios Project and development of the Statewide Transportation Strategy.

In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups from summer 2012 to winter 2013.

Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local community visions that also help to reduce greenhouse gas emissions. A video of local elected officials and other community and business leaders was produced as another tool for sharing information about the project and the range of strategies being considered.

Through these efforts, the Metro Council and regional advisory committees concluded that the region’s 2040 Growth Concept and the locally adopted land use and transportation plans that implement the growth concept should be the starting point for further scenario development and analysis.



More than 100 community and business leaders participated in the workshops and discussion groups that informed development of three scenarios to test and the criteria that would be used to evaluate and compare them.

Figure 2 summarizes the three approaches evaluated in summer 2013. Each scenario was distinguished by an assumption of progressively higher levels of investment in adopted local and regional plans.

Figure 2. Three approaches that were evaluated in 2013

Scenario A	RECENT TRENDS This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
Scenario B	ADOPTED PLANS This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.
Scenario C	NEW PLANS & POLICIES This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

A set of criteria were developed through the Phase 2 engagement process that would be used to evaluate and compare the scenarios considering costs and benefits across public health, environmental, economic and social equity outcomes. As unanimously recommended by MPAC and JPACT, Council approved a resolution on June 6, 2013 directing staff to move forward into the analysis and report back with the results in Fall 2013.

PHASE 3: DEVELOPMENT AND SELECTION OF A PREFERRED LAND USE AND TRANSPORTATION SCENARIO (OCT. 2013 – DEC. 2014)

Phase 3, the final phase of the process, began in October 2013 with release of the Phase 2 analysis results. The results demonstrated that [the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation.](#) Implementation of the 2040 Growth Concept and locally-adopted zoning, land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if the region is able to make the investments and take the actions needed to implement those plans. Scenario A fell short of the state mandated target, achieving a 12 percent reduction in per capita greenhouse gas emissions. Scenario B achieved a 24 percent reduction and Scenario C achieved a 36 percent reduction.

The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that come from driving more fuel efficient vehicles and traveling shorter distances. Part of the analysis was conducted by the Oregon Health Authority through the Community Climate Choices Health Impact Assessment (HIA). The HIA built on a rapid HIA completed on a representative set of scenarios from Phase 1 and represents groundbreaking work to provide the region’s decision-makers with information about how the three scenarios may affect the health of people in the region before a final decision is made. The HIA found significant public health benefits from investments that increase physical activity, reduce air pollution and improve traffic safety.³

The Phase 2 analysis demonstrated that if the region continues investing in transportation at current levels (as reflected in Scenario A) the region will fall short of the state greenhouse gas emissions reduction target and other outcomes the region is working together to achieve – healthy and equitable communities, clean air and water, transportation choices, and a strong economy.

Release of the Phase 2 findings in October 2013 initiated Phase 3 and a regional discussion aimed at identifying which policies, investments and actions should be included in a preferred approach.

SHAPING THE PREFERRED APPROACH IN 2014

In February 2014, MPAC and JPACT approved moving forward to shape and recommend a preferred approach for the Metro Council to adopt by the end of 2014. As recommended by both policy committees, development of the key components of the preferred approach began with the adopted 2040 Growth Concept, the 2014 Regional Transportation Plan (RTP) and the adopted plans of the region’s cities and counties including local zoning, capital improvement, comprehensive and transportation system plans. During this time, the RTP was in the process of being updated to reflect changes to local, regional and state investment priorities, which were different from what was studied in Scenario B and Scenario C during Phase 2.



Community Choices Health Impact Assessment

The Community Climate Choices HIA was conducted to provide health information and evidence-based recommendations to inform the selection of a final scenario.

³ The Community Choices Health Impact Assessment is available to download at www.healthoregon.org/hia.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy priorities and possible trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input that was presented at a joint meeting of MPAC and JPACT on April 11, 2014. In addition, more detailed information about the policy areas under consideration was provided in a discussion guide, including estimated costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas.⁴

The six policy areas discussed at the joint meeting are:

- Make transit convenient, frequent, accessible and affordable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Manage parking to make efficient use of land and parking spaces

After receiving additional information about the policy options and previous engagement activities, MPAC and JPACT discussed the six policy areas contained within the Scenarios A, B and C. The April 11 meeting concluded with a straw poll conducted of members to identify the desired levels of investment to assume in the region's draft approach using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C.

Figure 3 summarizes the results of the straw poll.



Discussion guide for policymakers

The guide summarized the results of the Phase 2 analysis and public input received through the Community Choices engagement activities.

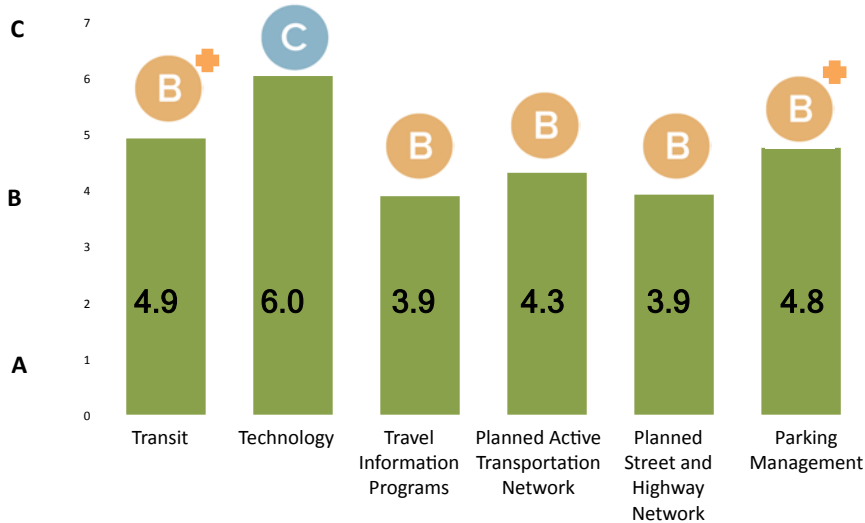
⁴ *Shaping the Preferred Approach: A Policymakers Discussion Guide* is available to download from the project website at www.oregonmetro.gov/climatescenarios

Figure 3. April 11 MPAC/JPACT Straw Poll Results

April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios

Averages of all respondents (mean):

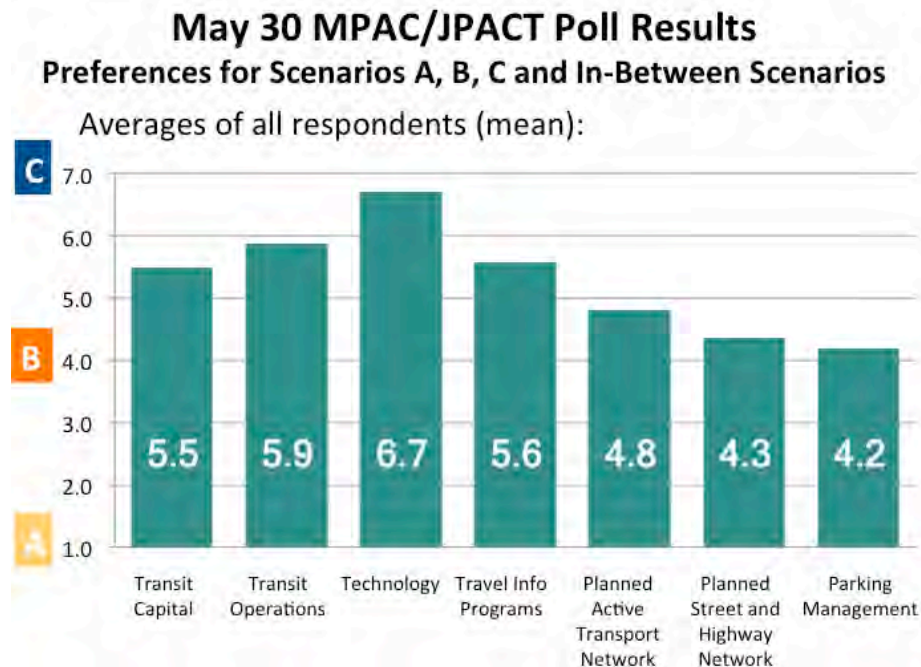


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping a recommendation to JPACT and MPAC on a draft approach, factoring cost, the region’s six desired outcomes, the April 11 straw poll results, and other input received from the public and county-level coordinating committees. MTAC and TPAC further refined their recommendation to JPACT and MPAC on May 21 and May 23, respectively. The refinements included more directly connecting their recommendations on the draft approach to the 2014 RTP in anticipation of the plan’s adoption on July 17, 2014.

On May 30, a joint meeting of the MPAC and JPACT was held to review additional cost information, public input, the April 11 straw poll results and recommendations from MTAC and TPAC on a draft approach for testing. After discussion of each recommendation, the committees took a poll to confirm the levels of investment to assume in the region’s draft approach – using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C.

At the end of the meeting, both policy committees unanimously recommended forwarding the results of the May 30 poll to the Metro Council as the draft approach recommended for staff to study during the summer, 2014. The poll results are summarized in **Figure 4**.

Figure 4. May 30 MPAC/JPACT poll results on levels of investment recommended in the draft approach for testing



On June 19, 2014, the Metro Council directed staff to evaluate the draft approach as recommended by MPAC and JPACT on May 30, 2014. The draft approach recommended for study includes the following assumptions:

- **Growth** - adopted local and regional land use plans, including the 2040 Growth Concept, as assumed in the 2035 growth distribution adopted by the Metro Council in 2012 [through Metro Ordinance No. 12-1292A](#).⁵
- **State and federal actions related to advancements in fuels and vehicle fleet and technologies** - assumptions used by the state when adopting the region’s reduction target to account for anticipated state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles⁶
- **Transportation investments** - local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014 to address current and future transportation needs in the region, including:
 - the financially constrained 2014 RTP level of investment for streets, highways and active transportation

⁵ The [adopted](#) 2035 growth distribution reflects locally adopted comprehensive plans and zoning as of 2010 and assumes an estimated 12,000 acres of urban growth boundary expansion by 2035. Metro’s assumption about UGB expansion is not intended as a land use decision authorizing an amendment through this ordinance. Instead, the assumption about UGB expansion is included for purposes of analysis to assure that UGB expansion – if subsequently adopted by Metro and approved by LCDC – would be consistent with regional efforts to reduce greenhouse gas emissions. Review of any UGB expansion will occur through the UGB Amendment process provided for by ORS 197.626(a) and OAR Chapter 660, Division 24.

⁶ The assumptions were developed based on the best available information and current estimates about improvements in vehicle technologies and fuels and will be reviewed by LCDC in 2015.

- the financially constrained 2014 RTP assumptions for parking management, which link varying levels of parking management to the availability of high capacity transit, frequent bus service and active transportation in 2040 centers
- the full 2014 RTP level of investment for transit service and related capital improvements needed to support increased service levels to be able to more fully implement community and regional transit service identified in transit service plans
- the full 2014 RTP level of investment for transportation system management and operations technologies to actively manage the transportation system and reduce delay
- a higher level of investment than assumed in the full 2014 RTP for travel information and incentive programs to increase carpooling, bicycling, walking and use of transit.

Metro staff worked with the project’s technical work group over the summer to develop modeling assumptions to reflect the draft approach. **Attachment 1** provides a summary of the key planning assumptions studied in the draft approach.

Staff completed the evaluation in August, 2014. Analysis shows the draft approach, if implemented, achieves a 29 percent per capita reduction in greenhouse gas emissions as shown in **Figure 5**. But the draft approach does more than just meet the target. It will deliver significant environmental and economic benefits to communities and the region, including:

- Less air pollution and run-off of vehicle fluids means fewer environmental costs. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong regional economy.
- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures for vehicle travel helps household budgets and allows people to spend money on other priorities; this is particularly important for households of modest means.

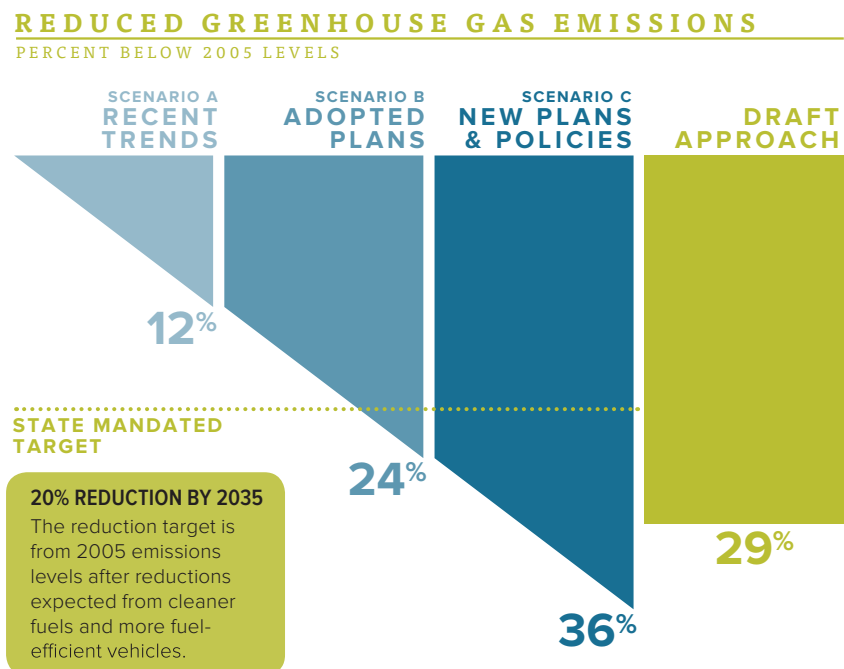


Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach

In addition, the Oregon Health Authority completed a third health impact assessment to evaluate the health impacts of the draft approach. The assessment found that the investments in land use and transportation under consideration in the draft approach not only protect health by reducing the risks of climate change, they will also deliver significant public health benefits to communities and the region, including:

- Reduced air pollution and increased physical activity can help reduce illness and save lives.
- Reducing the number of miles driven results in fewer traffic fatalities and severe injuries.

The HIA also monetized expected public health benefits to help demonstrate the economic benefits that can result from improved public health outcomes. Analysis found that by 2035 the region

could save \$100 – \$125 million per year in healthcare costs related to illness from implementing the draft approach.

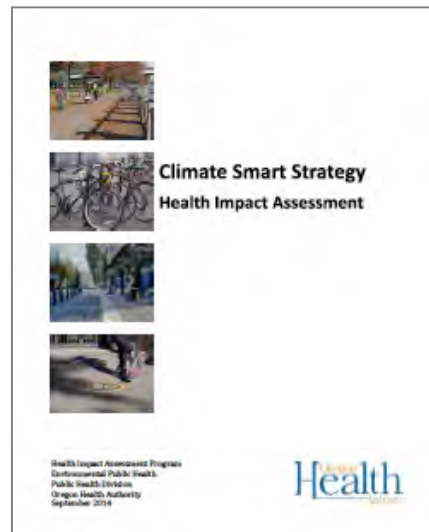
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond existing and anticipated revenues.

While the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals. The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate the region’s road system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money providing a significant return on investment.

Attachment 2 to the staff report summarizes the results of the analysis.

CLIMATE SMART COMMUNITIES STRATEGY

After a four-year collaborative process informed by research, analysis, community engagement and discussion, community, business and elected leaders have shaped a draft Climate Smart Communities Strategy that meets the state mandate and supports the plans and visions that have already been adopted by communities and the region.



Climate Smart Strategy Health Impact Assessment

The Climate Smart Strategy HIA was conducted to provide health information and evidence-based recommendations on the draft approach.

On September 15, 2014, Metro staff launched an online survey and released the results of the analysis and the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014:

- **Draft Climate Smart Strategy** (*an overview of the draft approach as unanimously recommended for study by MPAC and JPACT on May 30, 2014*)
- **Draft Implementation Recommendations** (*recommended policy, possible actions and monitoring approach organized in three parts*)
 1. **Draft Regional Framework Plan Amendments** identify refinements to existing regional policies to integrate the key components of the Climate Smart Communities Strategy, including [policies and strategies to guide implementation of the strategy and performance measures for tracking the region's progress on implementing the strategy. The Framework Plan guides Metro land use and transportation planning and other activities and does not mandate local government adoption of any particular policy or action.](#)
 2. **Draft Toolbox of Possible Actions (2015-20)** identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts can take to begin implementation of the Climate Smart Communities Strategy. The toolbox is a comprehensive menu of more than 200 [specific](#) policy, program and funding actions that can be tailored to best support local, regional and state plans and visions that, if implemented, will reduce greenhouse gas emissions in ways that support community and economic development goals.

The toolbox [provides an advisory menu of possible actions and does not require local governments, special districts, or state agencies to adopt](#) ~~mandate adoption of~~ any particular policy or action. [The toolbox includes specific action steps that, if taken, will help implement the broader policies and strategies identified in the Regional Framework Plan. It is intended to be a living document, subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions.](#)

It builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Communities Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to [consider implementing the actions recommended in the Toolbox of Possible Actions in](#) ~~ways that can be~~ locally tailored [ways](#).

3. **Draft Performance Monitoring Approach** identifies measures and aspirational targets that reflect what was assumed in the [analysis of the](#) strategy to evaluate and report on the region's progress toward implementing key components of the Climate Smart Communities Strategy. [The monitoring approach builds on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements. The reporting will occur through](#) ~~scheduled federally required~~ updates to the RTP, ~~and scheduled updates to the~~ Urban Growth Report, and [through reporting](#) in response to Oregon State Statutes ORS 197.301 and ORS 197.296. ~~The monitoring approach builds on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements.~~

Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, JPACT, MTAC, TPAC, state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland; public, private and non-profit organizations; and the public.

[For those interested in reviewing the draft documents and providing detailed comments, the public review documents were posted on the project web page at \[www.oregonmetro.gov/draftapproach\]\(http://www.oregonmetro.gov/draftapproach\). In response to these documents, Metro received 90 letters and emails from local governments, community based organizations and individuals. An online survey attracted nearly 2,400 people, who shared their thoughts on each of the core policy areas recommended in the overall strategy, providing a total of over 11,000 comments.](#)

The Metro Council held public hearings on October 30 and December 18, 2014.

A report documenting comments received through October 30, 2014 is provided in **Attachment 3**. [Most of the comments received during this period were specific to implementation efforts, and will inform existing regional planning and decision-making processes, including Regional Transportation Plan updates, Regional Flexible Funds allocation processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes. Comments proposing specific changes to the public review documents were summarized in log along with staff recommended changes for consideration by the Metro Council and regional technical and policy advisory committees in November and December.](#)

[On November 7, a joint meeting of the MPAC and JPACT was held to review the adoption package, public input, and staff recommended changes to the adoption package to respond to public comment. A facilitated discussion of each component of the adoption package provided an opportunity for both policy committees to discuss remaining issues and concerns to be considered prior to Metro Council final action. At the end of the meeting, both policy committees supported Metro staff continuing to work with the technical advisory committees to fine-tune the adoption package for their consideration in December.](#)

[The regional policy and technical committees continued to fine-tune their recommendations to the Metro Council in November and December.](#)

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

Adoption of the preferred scenario under OAR 660-044-0040 – the Climate Smart Communities Strategy and supporting implementation recommendations – presents an opportunity for MPAC, JPACT and the Metro Council and others to work together to [continue to](#) demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans.

The preferred scenario adopted by this ordinance sets the foundation for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing local and regional efforts to create healthy, equitable communities and a strong economy. The ordinance recommends local regional and state implementation actions and allows for local flexibility to support the differences among the region's cities and counties. The ordinance also acknowledges that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term. MPAC and JPACT have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions

as a starting point.

The preferred scenario will initially be implemented through amendments to Metro's Regional Framework Plan in December 2014 and the three priority actions. Implementation through Metro's Regional Transportation Plan, functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by administrative rules adopted by LCDC.⁷

ANALYSIS/INFORMATION

1. **Known Opposition** None known. MPAC and JPACT unanimously recommended the Climate Smart Communities Strategy (attached to this ordinance as Exhibit A) for study on May 30, 2014.
2. **Legal Antecedents** Several state and regional laws and actions relate to this action.

Metro Council actions

- Resolution No. 08-3931 (For the Purpose of Adopting a Definition of Sustainability to Direct Metro's Internal Operations, Planning Efforts, and Role as a Regional Convener), adopted on April 3, 2008.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the Year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted on December 16, 2010.
- Resolution No. 12-4324 (For the Purpose of Accepting the Climate Smart Communities Scenarios Project Phase 1 findings and Strategy Toolbox for the Portland Metropolitan Region to Acknowledge the Work Completed to Date and Initiate Phase 2 of the Climate Smart Communities Scenarios Project), adopted on January 26, 2012.
- Ordinance No. 12-1292A (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2035 to Traffic Analysis Zones in the Region Consistent With the Forecast Adopted By Ordinance No. 11-1264B in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036), adopted on November 29, 2012.
- Resolution No. 13-4338 (For the Purpose of Directing Staff to Move Forward With the Phase 2 of the Climate Smart Communities Scenarios Project Evaluation), adopted on June 6, 2013.
- Resolution No. 14-4539 (For the Purpose of Directing Staff to Test a Draft Approach and Complete Phase 3 of the Climate Smart Communities Scenarios Project), adopted June 19, 2014.
- Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.

State of Oregon actions

- Oregon House Bill 3543, the Climate Change Integration Act, passed by the Oregon Legislature in 2007, codifies state greenhouse gas reduction goals and establishes the Oregon Global Warming Commission and the Oregon Climate Research Institute in the Oregon University System.

⁷ OAR 660-044-0040 and OAR 660-044-0045.

- Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon’s metropolitan planning organizations.
- Oregon House Bill 2186, passed by the Oregon Legislature in 2009, directs work to be conducted by the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force.
- Oregon Senate Bill 1059, passed by the Oregon Legislature in 2009, directs planning activities to reduce greenhouse gas emissions in the transportation sector and identifies ODOT as the lead agency for implementing its requirements. This work is being conducted through the Oregon Sustainable Transportation Initiative.
- OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets Rule, adopted by the Land Conservation and Development Commission (LCDC) in May 2011, and amended in November 2012.

3. Anticipated Effects

- Staff will transmit a final report and the decision record, including this ordinance, exhibits to the ordinance, the staff report to the ordinance and attachments to the staff report, to the Land Conservation and Development Commission in the manner of periodic review by January 31, 2015.
- The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan by December 31, 2018. Staff will begin scoping the work plan for the next update to the Regional Transportation Plan, and identify by September 30, 2015, a schedule and outline of policy decisions and resources needed. [Opportunity for further review and refinement of the toolbox by local governments, ODOT, TriMet and other stakeholders will be provided as part of the RTP update.](#)

4. Budget Impacts This phase of the project is funded in the current budget through Metro and ODOT funds. Implementation of the Climate Smart Communities Strategy will be determined through future budget actions.

RECOMMENDED ACTION

Staff recommends approval of Ordinance 14-1346B.

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

**MAKING A
GREAT
PLACE**



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/climatescenarios

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

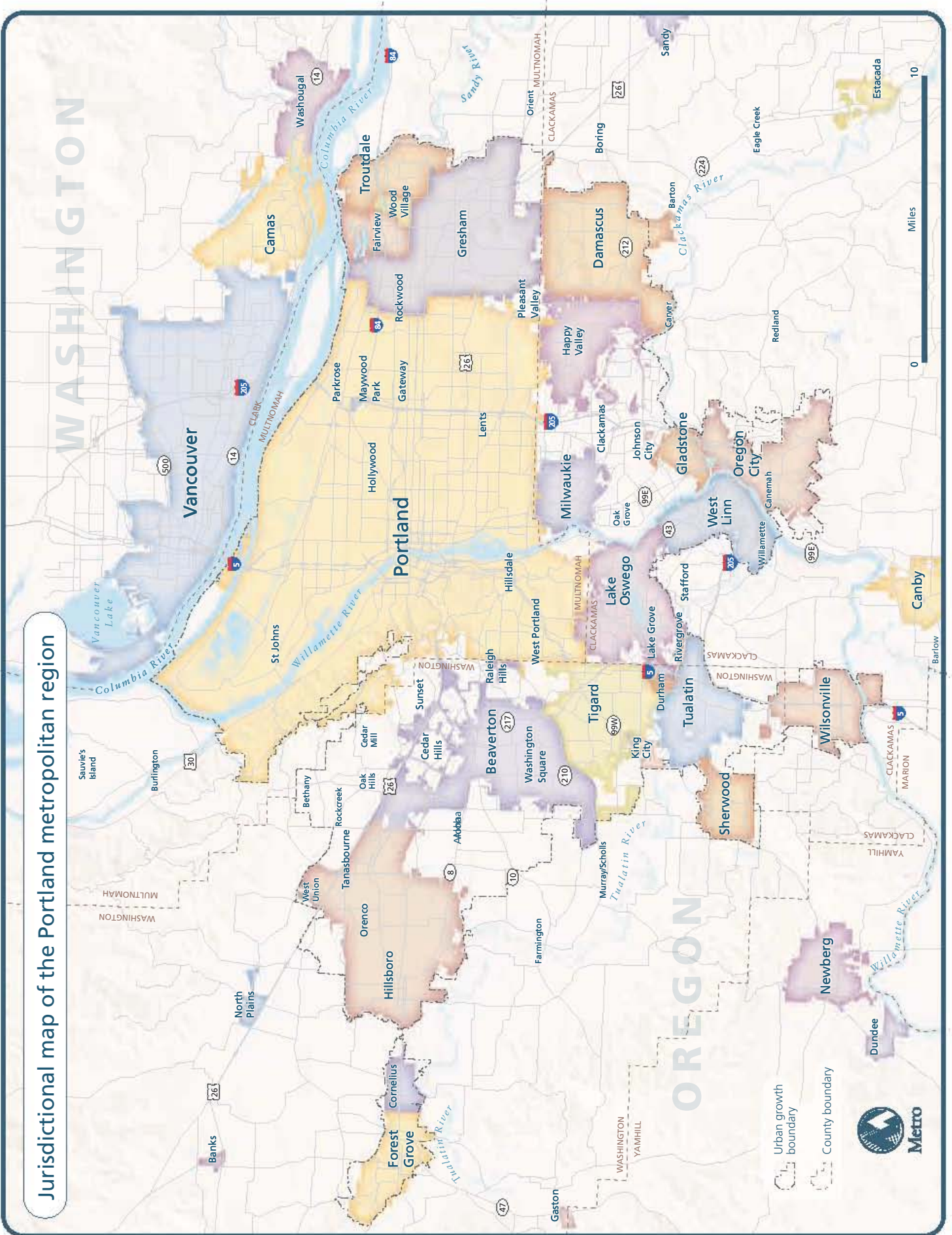
Auditor

Suzanne Flynn



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Jurisdictional map of the Portland metropolitan region

INTRODUCTION

The Climate Smart Communities Scenarios Project responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The project has engaged community, business, public health and elected leaders to shape a draft approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy and equitable communities; increases travel options; and grows the economy while reducing greenhouse gas emissions.

The Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) are working to finalize their recommendation to the Metro Council on the draft Climate Smart Strategy and implementation recommendations ((Regional Framework Plan amendments, toolbox of possible actions and performance monitoring approach) in December 2014.

But first, you are invited to provide feedback on the draft Climate Smart Strategy and implementation recommendations that will guide how the region moves forward.



ATTRIBUTES OF GREAT COMMUNITIES

The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in 2010.

The draft Climate Smart Strategy and implementation recommendations support all six of the region's desired outcomes.





Our analysis demonstrates significant benefits can be realized by implementing the draft approach. More information on the results, expected benefits and estimated costs is available at :

oregonmetro.gov/draftapproach

ABOUT THE DRAFT APPROACH

The results are in and the news is good. After a four-year collaborative process informed by research, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions. The draft approach does more than just meet the target. Analyses shows it supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong economy.

This overview is designed to help elected, business, and community leaders and residents better understand the draft approach. Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) are working to finalize their recommendation to the Metro Council on the draft approach and implementation recommendations in December 2014.

The desired outcome for this overview is that together, cities, counties, regional partners and the public can weigh in on the draft approach and implementation recommendations (Regional Framework Plan amendments, Toolbox of possible action and performance monitoring approach). The documents are presented for public review and comment.

After a four-year collaborative process informed by research, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions and supports the plans and visions that have already been adopted by communities and the region.

WHAT IS THE DRAFT APPROACH?

The draft approach is a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

LEGISLATION The Metro Council will consider adoption of legislation signaling the region's commitment to the draft approach through the ongoing implementation of the 2040 Growth Concept. The legislation will include:

POLICIES Regional Framework Plan (RFP) amendments

- Changes to refine existing RFP policies and add new policies to achieve the draft approach.

TOOLBOX OF POSSIBLE ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the draft approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the draft approach. This could include:
 - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve draft approach
 - identification of potential/likely funding mechanisms for key actions
 - direction to the 2018 Regional Transportation Plan update
 - direction to future growth management decisions
 - direction to review regional functional plans that guide local implementation to determine if changes are needed.

PERFORMANCE MONITORING Recommended monitoring approach

- Monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan and Urban Growth Report.



EXPECTED BENEFITS OF THE DRAFT APPROACH

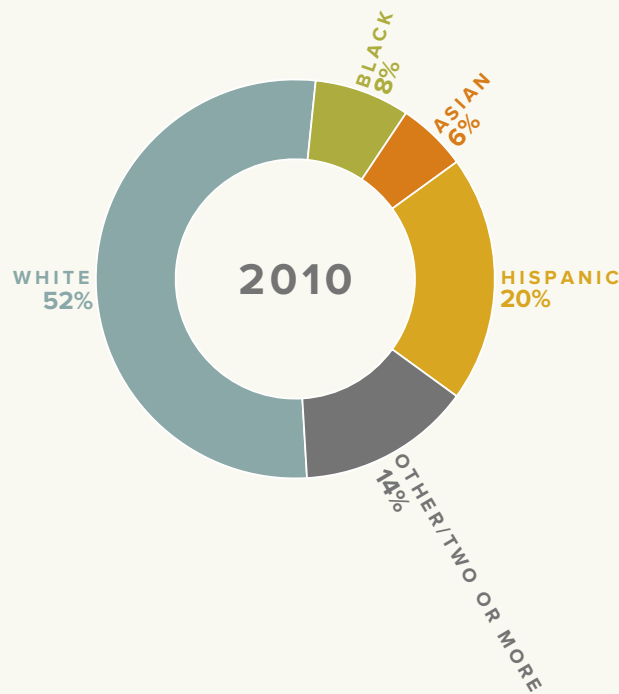
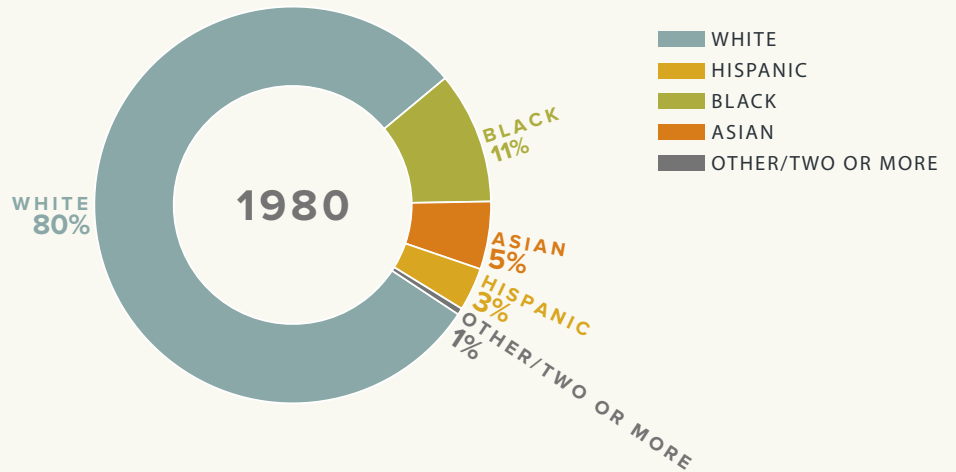
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help reduce illness and save lives.
- Less air pollution also means fewer environmental costs. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods.
- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more. This allows people to spend money on other priorities, of particular importance to households of modest means.



People of color are an increasingly significant percentage of the Portland metropolitan region's population. Areas with high poverty rates and people of color are located in all three of the region's counties – often in neighborhoods with limited transit access to family wage jobs and gaps in walking and bicycling networks.

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

OUR REGION IS CHANGING

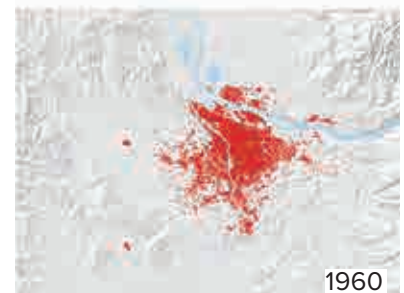
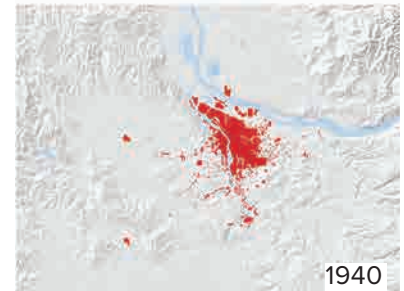
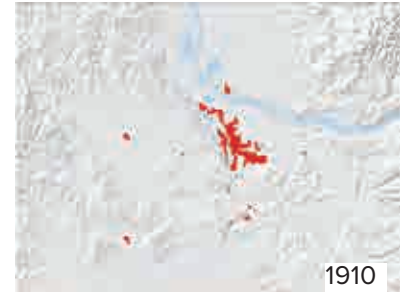
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild places within a walk, bike ride or transit stop from home. Over the years, the communities of the Portland metropolitan region have taken a collaborative approach to planning that has helped make our region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. With a growing and increasingly diverse population and an economy that is still in recovery, residents of the region along with the rest of the nation have reset expectations for financial and job security.

Aging infrastructure, rising energy costs, a changing climate, and global economic and political tensions demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

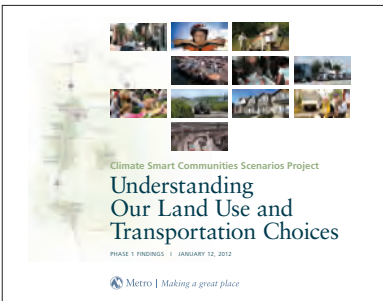
In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges and meet state targets for reducing greenhouse gas emissions from cars and small trucks.

The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the urban growth boundary by 2035.



PROJECT BACKGROUND

The region’s charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and is in the third and final phase.



The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

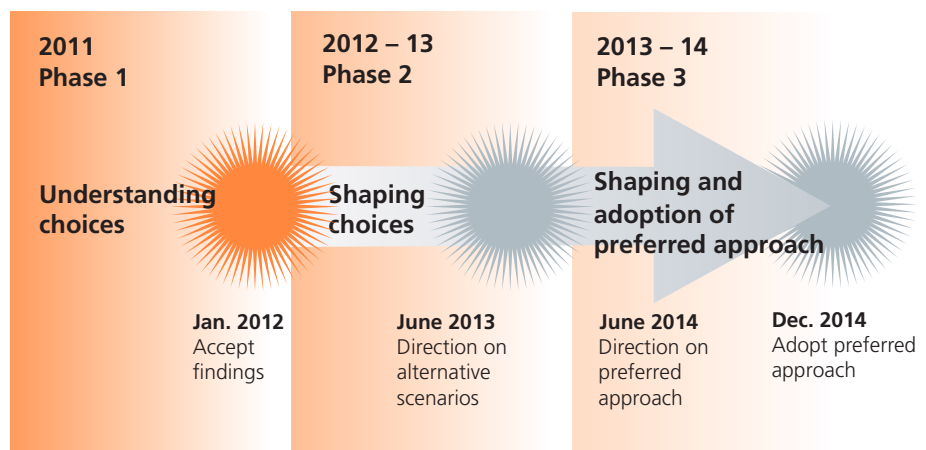
As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.



We found there are many ways to reduce emissions while creating healthy, more equitable communities and a strong economy, but no single solution will enable the region to meet the state’s target.

We found there are many ways to reduce emissions while creating healthy, equitable communities and a strong economy, but no single solution will enable the region to meet the state’s target.

Climate Smart Communities Scenarios Project timeline



Investing in communities in ways that support local visions for the future will be key to reducing greenhouse gas emissions. Providing schools, services and shopping near where people live, improving bus and rail transit service, building new street connections, using technology to manage traffic flow, encouraging electric cars and providing safer routes for walking and biking all can help.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with community leaders to shape three approaches – or scenarios – and the criteria used to evaluate them. In 2013, Metro analyzed the three approaches to investing in locally adopted land use and transportation plans and policies.

The purpose of the analysis was to better understand the impact of those investments to inform the development of a preferred approach in 2014. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region.

The results of the analysis were released in fall 2013, and summarized in a Discussion Guide For Policymakers.



The analysis showed that if we continue investing at our current levels we will fall short of what has been asked of our region, as well as other outcomes we are working to achieve – healthy and equitable communities, clean air and water, reliable travel options, and a strong economy.

Three approaches that we evaluated in 2013

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan which relies on increased revenue.

SCENARIO



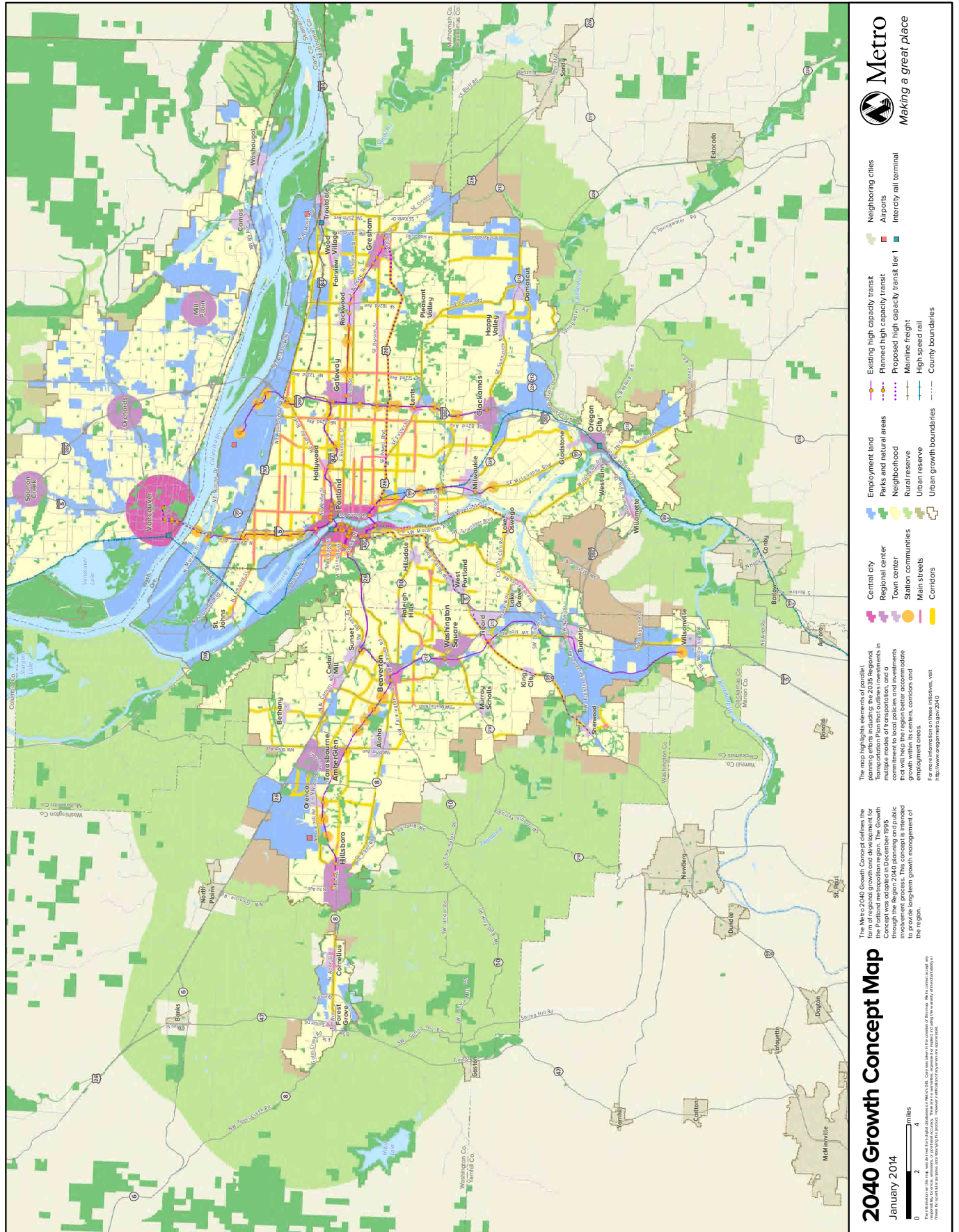
New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Exhibit A to Ordinance No. 14-1346B

OUR SHARED VISION: THE 2040 GROWTH CONCEPT

An integrated land use and transportation vision for building healthy, equitable communities and a strong economy while reducing greenhouse gas emissions.



WHERE WE ARE TODAY

Building on the previous analyses and engagement, in February 2014, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward to shape and adopt a preferred approach in 2014.

As recommended by MPAC and JPACT, the draft approach started with the plans cities, counties and the region have already adopted – from local zoning, capital improvement, comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a strong economy. This includes managing the urban growth boundary through regular growth management cycles (currently every six years).

In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process. A third component they recommended be included in the draft approach is the Statewide Transportation Strategy assumption for pay-as-you-drive vehicle insurance.

From January to May 2014, the Metro Council engaged community and business leaders, local governments and the public on what mix of investments and actions best support their community’s vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions.

In May 2014, policymakers considered the results of prior engagement activities and analyses, and their February 2014 policy direction to recommend a draft approach for testing during summer 2014. Their recommendation was organized around six key policy areas.



The draft approach includes assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process.

.....



A one-size-fits-all approach won't meet the needs of our diverse communities. A combination of all of the investments and actions under consideration is needed to help us realize our shared vision for making this region a great place for generations to come.

OVERVIEW OF POLICY AREAS

This section provides an overview of the six key policy areas recommended in the draft approach:

- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Manage parking to make efficient use of parking resources

Each section includes a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented in the draft approach.

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

In Phase 1 of the project, staff conducted a sensitivity analysis to better understand the greenhouse gas emissions reduction potential of individual policies. The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies. The ratings represent the potential effects of individual policy areas in isolation and do not capture variations that may occur from synergies between multiple policies.

Estimated reductions assumed in climate benefits ratings	
less than 1%	★ ★ ★ ★ ★
1 – 2%	★ ★ ★ ★ ★
3 – 6%	★ ★ ★ ★ ★
7 – 15%	★ ★ ★ ★ ★
16 – 20%	★ ★ ★ ★ ★

Source Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012)



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

Capital \$4.4 billion

Operations \$8 billion

Make transit convenient, frequent, accessible and affordable

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area, and the extent to which travel information, marketing and technology are used.

Frequency Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion Providing new community and regional transit connections improves access to jobs and community services and makes it easier to complete some trips without multiple transfers.

Transit access Building safe and direct walking and biking routes and crossings that connect to stops makes transit more accessible and convenient.

Fares Providing reduced fares makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

BENEFITS

- improves access to jobs, the workforce, and goods and services, boosting business revenues
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue
- provides drivers an alternative to congested roadways and supports freight movements by taking cars off the road
- increases physical activity
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

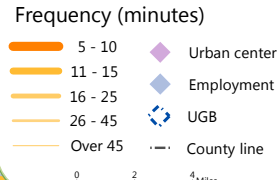
CHALLENGES

- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit for pedestrians, cyclists and drivers
- transit-dependent populations locating in parts of the region that are harder to serve with transit

Exhibit A to Ordinance No. 14-1346B

DRAFT APPROACH

DRAFT APPROACH
Transit service
Rush hour
(7-9am, 4-6pm)



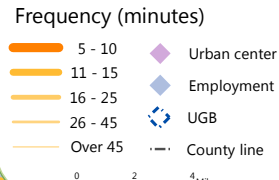
55% jobs
49% households
62% low-income households

Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Date: 7/9/2014 - MRH

DRAFT APPROACH
Transit service
Daytime and evening
(9am-4pm, 6pm-close)



52% jobs
37% households
49% low-income households

Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

Note: The maps and cost estimates reflect the transit service operations and frequencies adopted in the full 2014 RTP and transit capital investments adopted in the constrained RTP plus additional capital to support operations level.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Date: 7/9/2014 - MRH



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

\$2 billion

Make biking and walking safe and convenient

Active transportation is human-powered travel that engages people in healthy physical activity while they go from place to place. Examples include walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading. Active transportation is an essential component of public transportation because most of these trips begin and end with walking or biking.

Today, about 50 percent of the regional active transportation network is complete. Nearly 18 percent of all trips in the region are made by walking and biking, a higher share than many other places. Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile. With a complete active transportation network supported by education and incentives, many of the short trips made by car could be replaced by walking and biking. (See separate summary on providing information and incentives to expand use of travel options.)

For active travel, transitioning between modes is easy when sidewalks and bicycle routes are connected and complete, wayfinding is coordinated, and transit stops are connected by sidewalks and have shelters and places to sit. Biking to work and other places is supported when bicycles are accommodated on transit vehicles, safe and secure bicycle parking is available at transit shelters and community destinations, and adequate room is provided for walkers and bicyclists on shared pathways. Regional trails and transit function better when they are integrated with on-street walking and biking routes.

BENEFITS

- increases access to jobs and services
- provides low-cost travel options
- supports economic development, local businesses and tourism
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

Exhibit A to Ordinance No. 14-1346B

DRAFT APPROACH

663

Miles of bikeways, sidewalks and trails added by 2035

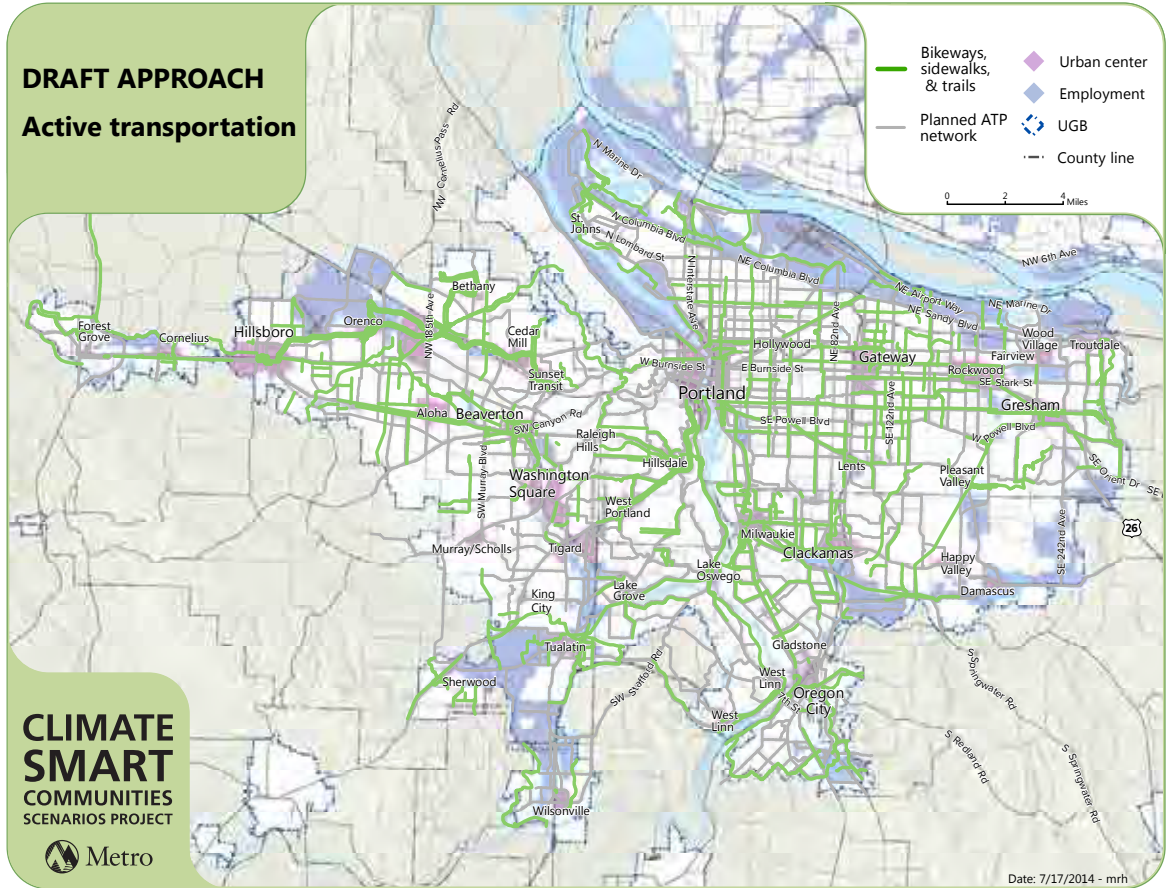
61

Estimated lives saved annually from increased physical activity by 2035

\$500 million

Estimated savings per year by 2035 from the lives saved each year

DRAFT APPROACH Active transportation



Note: The map and estimated cost reflect the active transportation investments adopted in the constrained 2014 Regional Transportation Plan.



RELATIVE CLIMATE BENEFIT



ESTIMATED COST
TO IMPLEMENT BY 2035
(2014\$)

Capital \$8.8 billion

Operations, maintenance,
and preservation (OMP)
\$12 billion

Make streets and highways safe, reliable and connected

Today, nearly 45 percent of all trips in the region made by car are less than three miles, and 15 percent are less than one mile. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make streets and highways more safe, reliable and connected to serve longer trips across the region on highways, shorter trips on arterial streets, and the shortest trips on local streets.

Maintenance and efficient operation of the existing road system Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety, and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. (See separate summaries describing the use of technology and information.)

Street connectivity Building a well-connected network of complete streets including new local and major street connections shortens trips, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking, and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.

Network expansion Adding lane miles to relieve congestion is an expensive approach, and will not solve congestion on its own. Targeted widening of streets and highways along with other strategies helps connect goods to market and support travel across the region.

BENEFITS

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and stimulates development, boosting the economy
- reduces delay, saving businesses time and money
- reduces risk of traffic fatalities and injuries
- reduces emergency response time

CHALLENGES

- declining purchasing power of existing funding sources, growing maintenance backlog, and rising construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

Exhibit A to Ordinance No. 14-1346B

DRAFT APPROACH

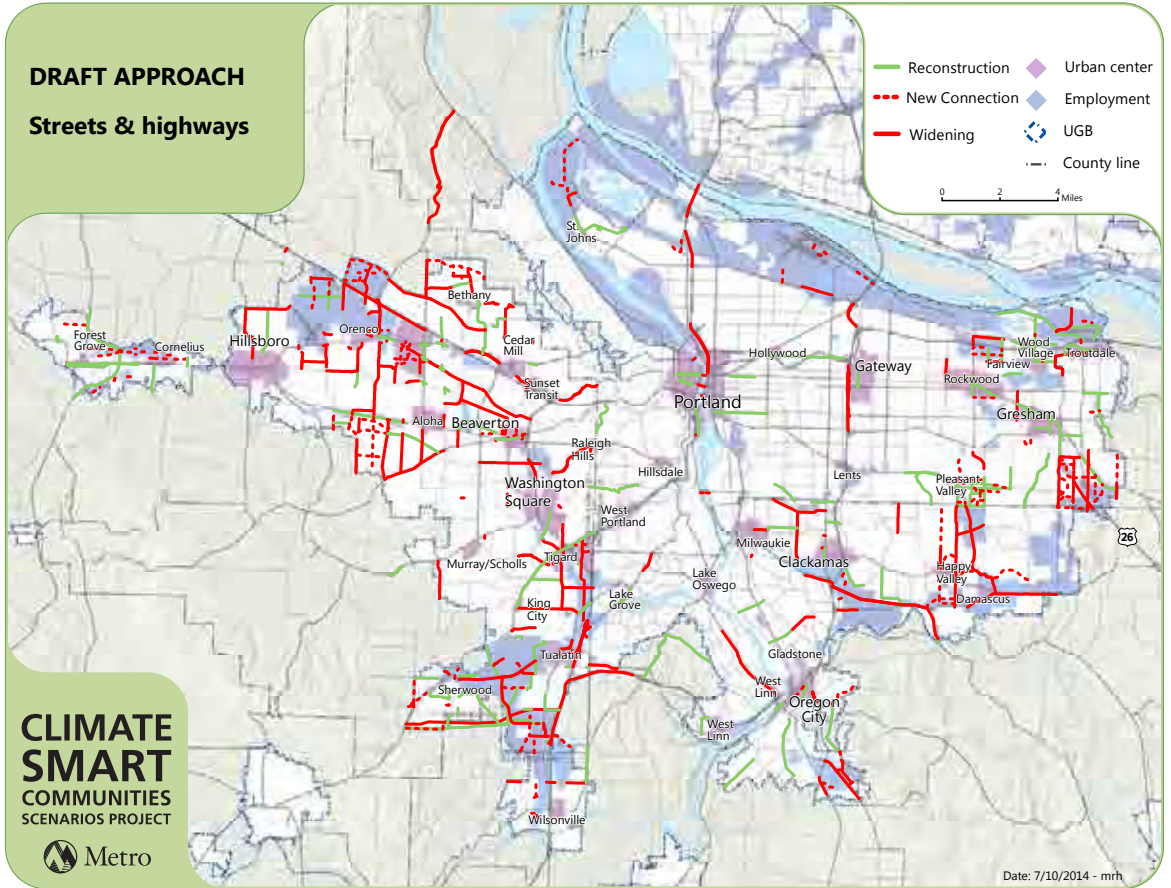
DRAFT APPROACH Streets & highways

52

Lane miles of freeways added by 2035 to support people and goods movement

386

Lane miles of arterials added by 2035, nearly two-thirds of which include bike and pedestrian improvements



Note: The map reflects capital investments adopted in the constrained 2014 Regional Transportation Plan for streets, highways and bridges in the region. The estimated costs includes capital costs adopted in the constrained 2014 RTP and preliminary estimates for local and state road-related operations, maintenance and preservation needs in the region.



RELATIVE CLIMATE BENEFIT



ESTIMATED COST
TO IMPLEMENT BY 2035
(2014\$)

\$206 million

Use technology to actively manage the transportation system

Using technology to actively manage the Portland metropolitan region’s transportation system means using intelligent transportation systems (ITS) and services to reduce vehicle idling associated with delay, making walking and biking more safe and convenient, and helping improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement transportation system technologies. Agreements between agencies guide sharing of data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

Arterial corridor management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system.

Freeway corridor management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs and variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler information includes using variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction, or special events.

BENEFITS

- provides near-term benefits
- reduces congestion and delay
- makes traveler experience more reliable
- saves public agencies, consumers and businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

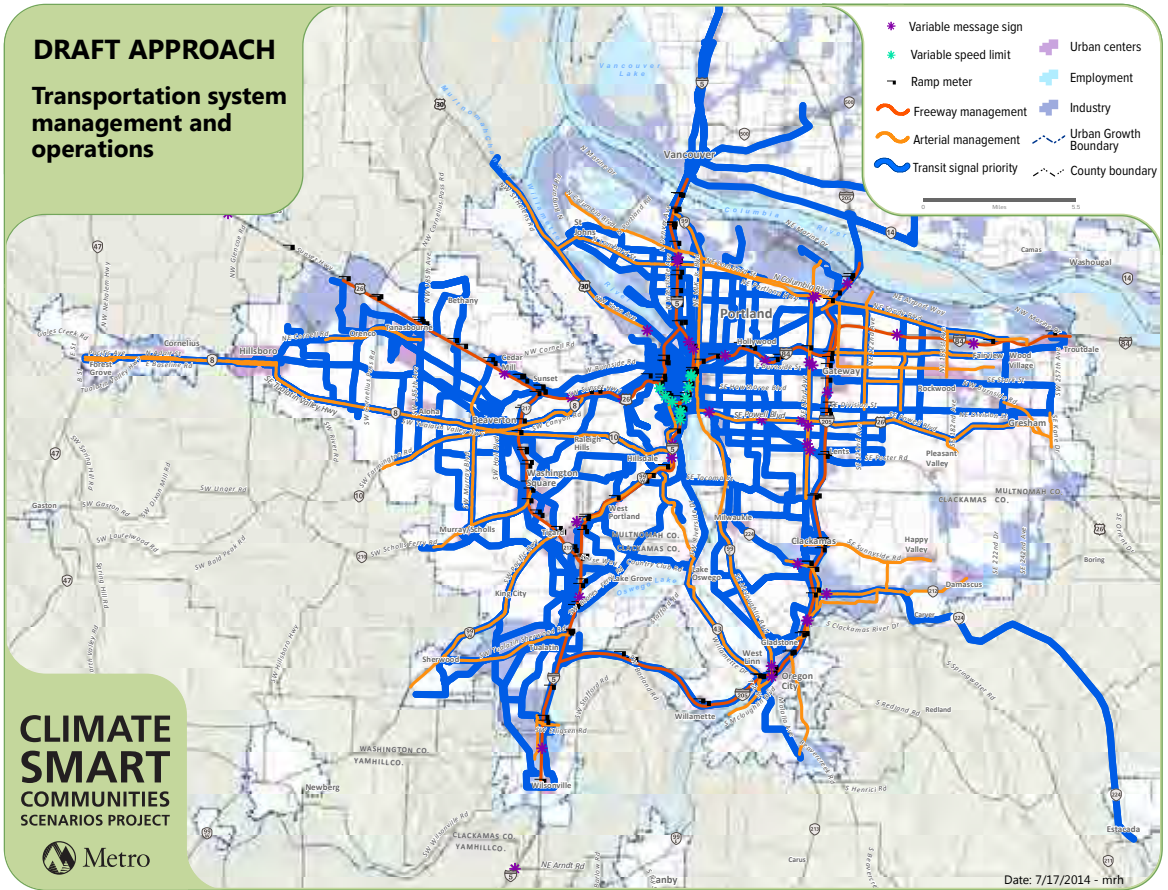
- requires ongoing funding to maintain operations and monitoring systems
- requires significant cross-jurisdictional coordination
- workforce training gaps

Exhibit A to Ordinance No. 14-1346B

**DRAFT
APPROACH**

DRAFT APPROACH
Transportation system
management and
operations

**.35% on arterials
and freeways**
Estimated delay
reduction by 2035



Note: The map and estimated cost reflect the full 2014 Regional Transportation Plan transportation system management and operations investments plus additional investments to support expanding incident response and transit signal priority across the region.



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

\$185 million

Provide information and incentives to expand the use of travel options

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes, and manages grant funding.

Public awareness strategies include promoting information about travel choices and teaching the public about eco-driving: maintaining vehicles to operate more efficiently and practicing driving habits that can help save time and money while reducing greenhouse emissions.

Commuter programs are employer-based outreach efforts that include (1) financial incentives, such as transit pass programs and offering cash instead of parking subsidies; (2) facilities and services, such as carpooling programs, bicycle parking, emergency rides home, and work-place competitions; and (3) flexible scheduling such as working from home or compressed work weeks.

Individualized Marketing (IM) is an outreach method that encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. IM can be part of a comprehensive commuter program.

Travel options support tools reduce barriers to travel options and support continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

- increases cost-effectiveness of capital investments in transportation
- saves public agencies, consumers and businesses time and money
- preserves road capacity
- reduces congestion and delay
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics

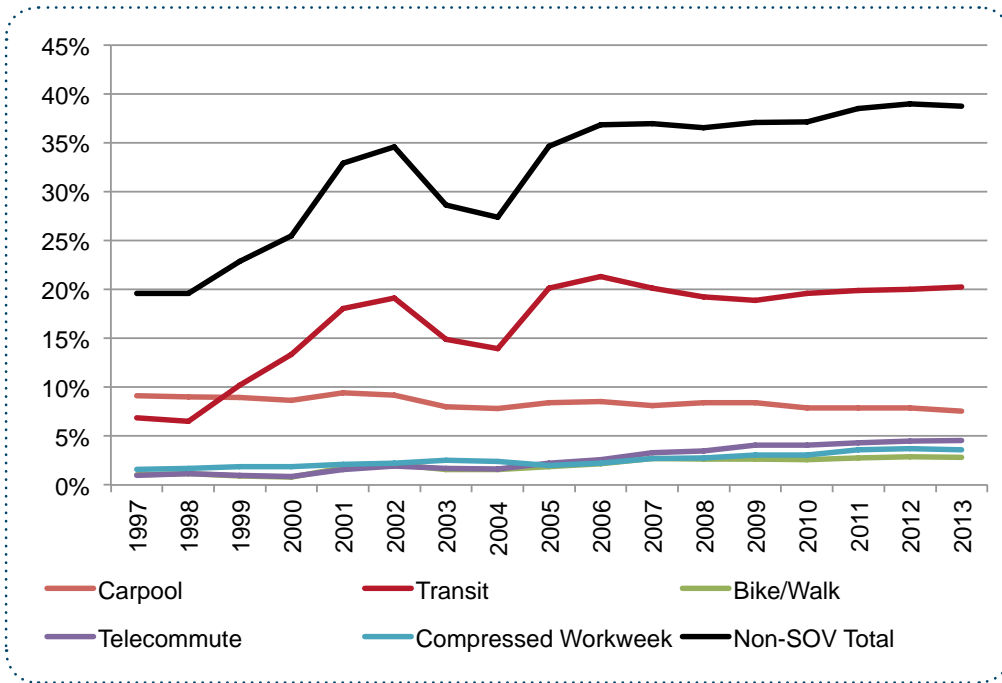
CHALLENGES

- program partners need ongoing tools and resources to increase outcomes
- factors such as families with children, long transit times, night and weekend work shifts not served by transit
- major gaps exist in walking and biking routes across the region
- consistent data collection to support performance measurement

Exhibit A to Ordinance No. 14-1346B

EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 - 2013)

The TriMet, Wilsonville SMART and TMA employer outreach programs have made significant progress with reducing drive-alone trips. Since 1996, employee commute trips that used non-drive-alone modes (transit, bicycling, walking, carpooling/vanpooling and telecommuting) rose from 20% to over 39% among participating employers.



EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012.

Other examples of valuable community outreach and educational programs include the Community Cycling Center’s program to reduce barriers to biking and Metro’s Vámonos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed.





RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

No cost estimated. This policy area is primarily implemented through local development codes.

Manage parking to make efficient use of land and parking spaces

Parking management refers to various policies and programs that result in more efficient use of parking resources. Parking management is implemented through city and county development codes. Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking.

Planning approaches include conducting assessments of the parking supply to better understand needs. A typical urban parking space has an annualized cost of \$600 to \$1,200 to maintain, while structured parking construction costs averages \$15,000 per space.

On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café “Street Seats”) and freight truck loading/unloading areas.

Off-street parking approaches include providing spaces in designated areas, unbundling parking, preferential parking (for vehicles listed above), shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools, and parking garages in downtowns and other mixed-use areas that allow surface lots to be developed for other uses.

BENEFITS

- allows more land to be available for development, generating local and state revenue
- reduces costs to governments, businesses, developers and consumers
- fosters public-private partnerships that can result in improved streetscape for retail and visitors
- generates revenues where parking is priced
- reduces air pollution and air toxics

CHALLENGES

- inadequate information for motorists on parking and availability
- inefficient use of existing parking resources
- parking spaces that are inconvenient to nearby residents and businesses
- scarce freight loading and unloading areas
- low parking turnover rate
- lack of sufficient parking
- parking oversupply, ongoing costs and the need to free up parking for customers

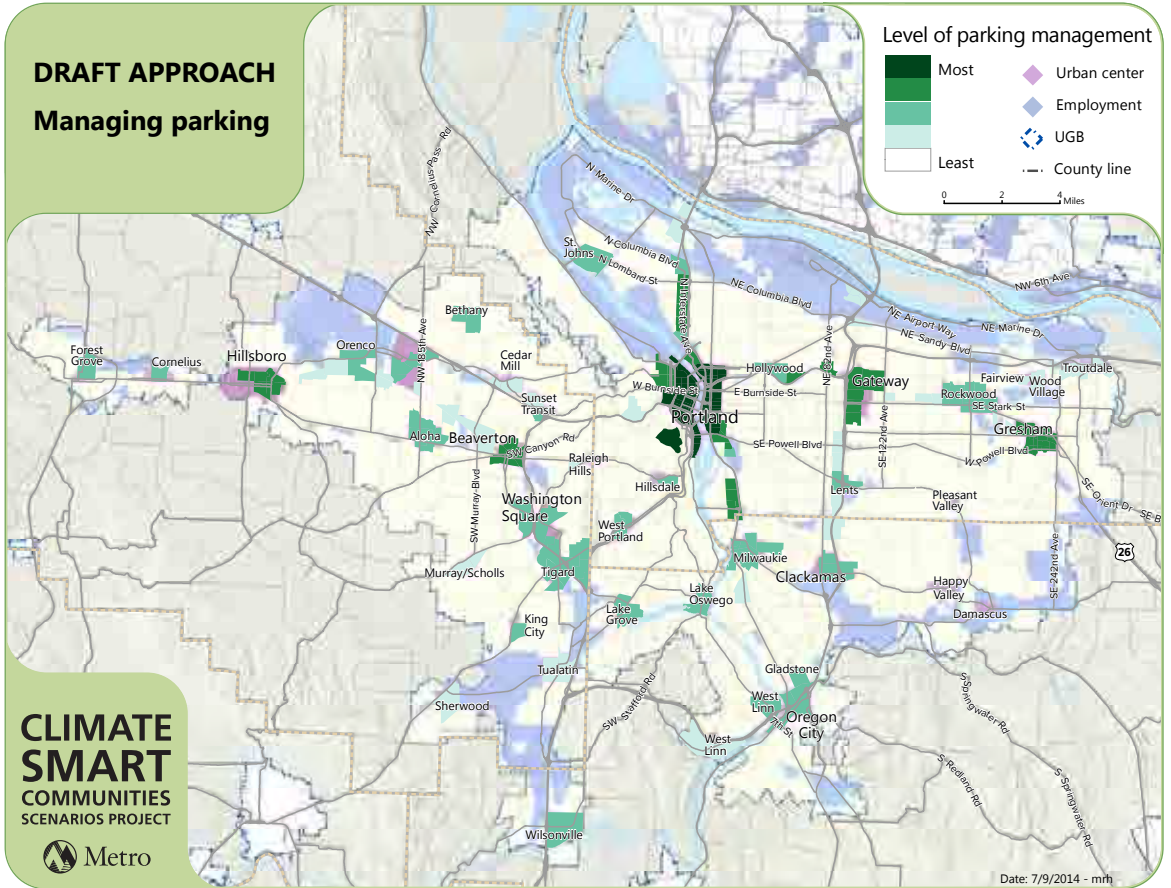
Exhibit A to Ordinance No. 14-1346B

DRAFT APPROACH

30% work trips
30% other trips

Estimated share of trips to areas with actively managed parking

Note: The map reflects the constrained 2014 Regional Transportation Plan parking assumptions



GLOSSARY

Carsharing A model similar to a car rental where a member user rents cars for short periods of time, often by the hour. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. Zipcar and car2go are local examples.

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving practices include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling. Program are targeted to those without travel options and traveling longer distances.

Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

Greenhouse gas emissions According to the Environmental Protection Agency, gases that trap heat in the atmosphere are called greenhouse gases emissions. Greenhouse gases that are created and emitted through human activities include carbon dioxide (emitted through the burning of fossil fuels), methane, nitrous oxide and fluorinated gases. For more information see www.epa.gov/climatechange.

GreenSTEP GreenSTEP is a new model developed to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. Metropolitan GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Metro, after public review and consultation with local governments, is to adopt a preferred scenario. Following adoption of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations as necessary to be consistent with the preferred scenario. For more information go to: http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2009orLaw0865.html

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO₂), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Pay-as-you-drive insurance (PAYD) This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to www.oregon.gov/odot/td/osti

Scenario A term used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: <http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml>.

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

Traffic incident management A coordinated process to detect, respond to, and remove traffic incidents from the roadway as safely and quickly as possible, reducing non-recurring roadway congestion.

Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

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**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Draft Regional Framework Plan Amendments

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance No. 14-1346B*

November 14, 2014

**MAKING A
GREAT
PLACE**



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Staff recommended changes (Updated November 14, 2014)

All of Chapter 1 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 1

Land Use

REGIONAL FRAMEWORK PLAN
CHAPTER 1 LAND USE

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Chapter 1 Land Use

Introduction

The Metro Charter requires that Metro address growth management and land use planning matters of metropolitan concern. This chapter contains the policies that guide Metro in such areas as development of centers, corridors, station communities, and main streets; housing choices; employment choices and opportunities; economic vitality; urban and rural reserves; management of the Urban Growth Boundary (UGB); urban design and local plan and policy coordination.

This chapter also addresses land use planning matters that the Metro Council, with the consultation and advice of the Metro Policy Advisory Committee (MPAC), determines will benefit from regional planning, such as affordable housing.

A livable region is an economically strong region. This chapter contains policies that supports a strong economic climate through encouraging the development of a diverse and sufficient supply of jobs, especially family wage jobs, in appropriate locations throughout the region. [The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles.](#)

Six Outcomes, Characteristics of a Successful Region

It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to [global warming climate change](#).
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

(Added 12/16/10, Metro Ord. 10-1244B.)

Performance Measures and Performance Targets

It is also the policy of the Metro Council to use performance measures and performance targets to:

- a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes;

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- b. Inform the people of the region about progress toward achieving the Outcomes;
- c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and
- d. Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

(Added 12/16/10, Metro Ord. 10-1244B.)

The Metro Code provisions, the Urban Growth Management Functional Plan, a background discussion and policy analysis for this chapter are included in the Appendices of this plan.

Policies

The following section contains the policies for land use. These policies are implemented in several ways. The Metro Council implements the policies through its investments in planning, transportation and other services. The Council also implements the policies by adopting and occasionally revising Metro's functional plans for local governments. The functional plans themselves are implemented by the region's cities and counties through their comprehensive plans and land use regulations.

1.1 Compact Urban Form

It is the policy of the Metro Council to:

- 1.1.1. Ensure and maintain a compact urban form within the UGB.
- 1.1.2. Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.
- 1.1.3. Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.
- 1.1.4. Incent and Encourage encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian and bicycle-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.
- 1.1.5. Promote the distinctiveness of the region's cities and the stability of its neighborhoods.
- 1.1.6. Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.
- 1.1.7. Promote excellence in community design.
- 1.1.8. Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

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(RFP Policy 1.1 amended 12/16/10, Metro Ord. 10-1244B.)

1.2 Centers, Corridors, Station Communities and Main Streets

It is the policy of the Metro Council to:

- 1.2.1. Recognize that the success of the 2040 Growth Concept depends upon the success of the region's Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.
- 1.2.2. Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of urban life in the region. The strategy shall:
 - a. Give priority in allocation of Metro's investment funds to Centers, Corridors, Station Communities and Main Streets;
 - b. To the extent practicable, link Metro's investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;
 - c. To the extent practicable, coordinate Metro's investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another, maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and
 - d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.
- 1.2.3. Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:
 - a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;
 - b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and
 - c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.
- 1.2.4. Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a catalogue of incentives and other tools

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that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.

- 1.2.5. Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

- 1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.
- 1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:
 - a. Allow a diverse range of housing types;
 - b. Make housing choices available to households of all income levels; and
 - c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services [and frequent transit service](#).
- 1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.
- 1.3.4. Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.
- 1.3.5. Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:
 - a. Density bonuses for affordable housing;
 - b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;
 - c. A voluntary inclusionary zoning policy;
 - d. A transferable development credits program for affordable housing;
 - e. Policies to accommodate the housing needs of the elderly and disabled;
 - f. Removal of regulatory constraints on the provision of affordable housing; and

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- g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.
- 1.3.6 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.
- 1.3.7 Work in cooperation with local governments, state government, business groups, non-profit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.
- 1.3.8 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.
- 1.3.9 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.
- 1.3.10 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.
- 1.3.11 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.
- 1.3.12 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.
- 1.3.13 Consider investment in transit, pedestrian and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing.
- 1.3.14 For purposes of these policies, “affordable housing” means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.

(RFP Policy 1.3 updated 9/10/98, Metro Ord. 98-769; Policies 1.3, 1.3.1 through 1.3.7. updated, Metro Ord. 00-882C; RFP Policies 1.3.1 through 1.3.4, updated 2/05; RFP Policy 1.3 updated 4/25/07, Metro Ord. 06-1129B; and amended 12/16/10, Metro Ord. 10-1244B.)

1.4 Employment Choices and Opportunities

It is the policy of the Metro Council to:

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- 1.4.1. Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.
- 1.4.2. Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion [to encourage reductions in vehicle miles traveled and greenhouse gas emissions and make progress toward other quality of life measures.](#) Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land.
- 1.4.3. Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.
- 1.4.4. Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.
- 1.4.5. Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services, including brownfield sites and sites that are re-developable.
- 1.4.6. Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.

(RFP Policy 1.4 updated 10/26/00, Metro Ord. 00-879A; and Policies 1.4.1 and 1.4.2 added 12/05/02, Metro Ord. 02-969B-06; Policies 1.4.1 through 1.4.2 updated and 1.4.3 and 1.4.4 added 2/05)

1.5 Economic Vitality

It is the policy of the Metro Council to:

- 1.5.1 Include all parts of the region in the region's economic development, including areas and neighborhoods which have been experiencing increasing poverty and social needs, even during periods of a booming regional economy.
- 1.5.2 Recognize that to allow the kinds of social and economic decay in older suburbs and the central city that has occurred in other larger and older metro regions is a threat to our quality of life and the health of the regional economy.
- 1.5.3 Ensure that all neighborhoods and all people have access to opportunity and share the benefits, as well as the burdens, of economic and population growth in the region.

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- 1.5.4 Support economic vitality throughout the entire region, by undertaking the following steps:
- a. Monitoring regional and subregional indicators of economic vitality, such as the balance of jobs, job compensation and housing availability.
 - b. Facilitating collaborative regional approaches which better support economic vitality for all parts of the region if monitoring finds that existing efforts to promote and support economic vitality in all parts of the region are inadequate.
- 1.5.5 Promote, in cooperation with local governments and community residents, revitalization of existing city and neighborhood centers that have experienced disinvestment and/or are currently underutilized and/or populated by a disproportionately high percentage of people living at or below 80 percent of the region's median income.

1.6 Growth Management (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.6 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.6 updated 2/05; RFP Policy 1.6 repealed 12/16/10.)

1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

- 1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.
- 1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities and aspirations.
- 1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.
- 1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.
- 1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB. Provide technical, financial and other support to the local governments in order to:
- a. Help achieve livable communities [and reduce greenhouse gas emissions](#).
 - b. Identify the city or cities that will likely annex the area after it is added to the UGB.

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- c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.
- d. Determine the general urban land uses, [key local and regional multi-modal transportation facilities](#) and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.

1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

(RFP Policy 1.7 updated 10/26/00, Metro Ord. 00-879A, RFP Policy 1.7 updated 2/05; RFP Policy 1.7 updated Ord. 10-1238A, 09/08/10.)

1.8 Developed Urban Land

It is the policy of the Metro Council to:

- 1.8.1 Identify and actively address opportunities for and obstacles to the continued development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working and doing business in those locations remains attractive to a wide range of households and employers.
- 1.8.2 Encourage, in coordination with affected agencies, the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound.
- 1.8.3 Assess redevelopment and infill potential in the region when Metro examines whether additional urban land is needed within the UGB, and include the potential for redevelopment and infill on existing urban land as an element when calculating the buildable land supply in the region, where it can be demonstrated that the infill and redevelopment can be reasonably expected to occur during the next 20 years.
- 1.8.4 Work with jurisdictions in the region to determine the extent to which redevelopment and infill can be relied on to meet the identified need for additional urban land.
- 1.8.5 Initiate an amendment to the UGB, after the analysis and review in 1.8.3, to meet that portion of the identified need for land not met through commitments for redevelopment and infill.

(RFP Policy 1.8 updated 2/05.)

1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

- 1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.

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- 1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.
- 1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.
- 1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.
- 1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.
- 1.9.6 Add land to the UGB only after concept planning for the land has been completed by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan and addition of the land is necessary to comply with ORS 197.299.
- 1.9.7 Provide the following procedures for expansion of the UGB:
 - a. A process for minor revisions
 - b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws
 - c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses
 - d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.
- 1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.
- 1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.
- 1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.
- 1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.
- 1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.
- 1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of

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the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

- a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(RFP Policy Nos. 1.9.1 thru 1.9.4 updated to 1.9.1 thru 1.9.3, 10/26/00, Metro Ord. 00879A; RFP Policy 1.9.3 regarding Measure 26-29 updated 5/15/03, Metro Ord. 03-1003; RFP Policies 1.9 through 1.9.3 updated 2/05 and RFP Policies 1.9.4 through 1.9.11 added 2/05; RFP Policy 1.9.12 added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 3; and RFP Policy No. 1.9 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

1.10 Urban Design

It is the policy of the Metro Council to:

1.10.1 Support the identity and functioning of communities in the region through:

- a. Recognizing and protecting critical open space features in the region.
- b. Developing public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures.
- c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:
 - i) Links any public incentives to a commensurate public benefit received or expected and evidence of private needs.
 - ii) ~~Is pedestrian "friendly,"~~ Makes biking and walking the most convenient, safe and enjoyable convenient transportation choice for short trips, encourages transit use and reduces auto dependence and related greenhouse gas emissions.
 - iii) Provides access to neighborhood and community parks, trails, schools, ~~and~~ walkways bikeways, and other recreation and cultural areas and public facilities.
 - iv) Reinforces nodal, mixed-use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit, and recreation, social and cultural activities.

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- v) Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.
- vi) Is responsive to needs for privacy, community, sense of place and personal safety in an urban setting.
- vii) Facilitates the development and preservation of affordable mixed-income neighborhoods.
- viii) Avoids and minimizes conflicts between urbanization and the protection of regionally significant fish and wildlife habitat.

1.10.2 Encourage pedestrian-, bicycle- and transit-supportive building patterns in order to minimize the need for auto trips, reduce greenhouse gas emissions and to create a development pattern conducive to face-to-face community interaction.

(RFP Policy 1.10.1 (c)(viii) added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 4.)

1.11 Neighbor Cities

It is the policy of the Metro Council to:

- 1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains, Banks and Vancouver to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.
- 1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish "green corridors" along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.
- 1.11.3 Coordinate with Vancouver, Clark County and the Southwest Washington Transportation Council through the Bi-State Coordinating Committee and other appropriate channels on population and employment forecasting; transportation; economic development; emergency management; park, trail and natural area planning; and other growth management issues.

(RFP Policy 1.11.3 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.9 updated 2/05; and RFP Policy 1.11 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

1.12 Protection of Agriculture and Forest Resource Lands. (Repealed, Ord. 10-1238A, 09/08/10, § 2)

(Policies 1.12.1 through 1.12.4 updated 9/22/04, Metro Ord. 04-1040B-01; RFP Policy 1.12 updated 2/05; and repealed Metro Ord. 10-1238A, § 2.)

1.13 Participation of Citizens

It is the policy of the Metro Council to:

- 1.13.1 Encourage public participation in Metro land use planning.
- 1.13.2 Follow and promote the citizen participation values inherent in the RFP and the Metro Citizen Involvement Principles.
- 1.13.3 Encourage local governments to provide opportunities for public involvement in land use planning and delivery of recreational facilities and services.

1.14 School and Local Government Plan and Policy Coordination

It is the policy of the Metro Council to:

- 1.14.1 Coordinate plans among local governments, including cities, counties, special districts and school districts for adequate school facilities for already developed and urbanizing areas.
- 1.14.2 Consider school facilities to be “public facilities” in the review of city and county comprehensive plans for compliance with the Regional Framework Plan.
- 1.14.3 Work with local governments and school districts on school facility plans to ensure that the Urban Growth Boundary contains a sufficient supply of land for school facility needs.
- 1.14.4 Use the appropriate means, including, but not limited to, public forums, open houses, symposiums, dialogues with state and local government officials, school district representatives, and the general public in order to identify funding sources necessary to acquire future school sites and commensurate capital construction to accommodate anticipated growth in school populations.
- 1.14.5 Prepare a school siting and facilities functional plan with the advice of MPAC to implement the policies of this Plan.

(RFP Policy 1.14.2 updated 11/24/98, Metro Ord. 98-789; RFP Policy 1.14.2 updated 12/13/01, Metro Ord. 01-929A; RFP Policy 1.14 updated 2/05.)

1.15 Centers (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.15 added 12/05/02, Metro Ord. 02-969B-06; RFP Policy 1.15 updated 2/05; RFP Policy 1.5 repealed 12/16/10.)

1.16 Residential Neighborhoods

It is the policy of the Metro Council to:

- 1.16.1 Recognize that the livability of existing residential neighborhoods is essential to the success of the 2040 Growth Concept.

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1.16.2 Take measures, in order to protect and improve the region's existing residential neighborhoods, by:

- a. Protecting residential neighborhoods from air and water pollution, noise and crime.
- b. Making community services accessible to residents of neighborhoods by walking, bicycle and transit, where possible.
- c. Facilitating the provision of affordable government utilities and services to residential neighborhoods.

1.16.3 Not require local governments to increase the density of existing single-family neighborhoods identified solely as Inner or Outer Neighborhoods.

(RFP Policy 1.16 added 12/05/02, Metro Ord. 02-969B-06, pursuant to Measure 26-29, enacted by the Metro Area voters on 5/21/02.)

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Staff recommended changes (Updated November 14, 2014)

All of Chapter 2 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 2 Transportation

REGIONAL FRAMEWORK PLAN
CHAPTER 2 TRANSPORTATION

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Chapter 2 Transportation

Introduction

In 1992, the region's voters approved a charter for Metro that formally gave responsibility for regional land use planning to the agency, and requires adoption of a Regional Framework Plan that integrates land use, transportation and other regional planning mandates. The combined policies of this framework plan establish a new framework for planning in the region by linking land use and transportation plans. Fundamental to this plan is a transportation system that integrates goods and people movement with the surrounding land uses.

This chapter of the Regional Framework Plan presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future transportation planning and decision-making by the Metro Council and the implementing agencies, counties and cities. [The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles.](#)

The policies aim to implement the 2040 Growth Concept and:

- Protect the economic health and livability of the region.
- Improve the safety of the transportation system.
- Provide a transportation system that is efficient and cost-effective, investing our limited resources wisely.
- [Make the most of the investments the region has already made in our transportation system through system and demand management strategies, such as by expanding the use of technology to actively manage the transportation system, and providing traveler information and incentives to expand the use of travel options.](#)
- [Make transit more convenient, frequent, accessible and affordable.](#)
- Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, ~~elderly seniors,~~ and ~~disabled people with disabilities and people with low income.~~
- Provide adequate levels of mobility for people and goods within the region.
- Protect air and water quality ~~and,~~ promote energy conservation, [and reduce greenhouse gas emissions.](#)
- Provide transportation facilities that support a balance of jobs and housing.
- [Make walking and biking the most safe and convenient, safe and enjoyable transportation choices for short trips.](#)
- Limit dependence on ~~any single mode of drive alone travel,~~ and [increasing](#) the use of transit, bicycling, walking, ~~and~~ carpooling and vanpooling.
- [Make streets and highways safe, reliable and connected; p](#)~~roviding~~e for the movement of people and goods through an interconnected system of highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals.

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- Integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs in regional and local street designs.
- ~~Use transportation demand management and system management strategies.~~
- Limit the impact of urban travel on rural land through use of green corridors.
- ~~Manage parking to make efficient use of vehicle parking and land dedicated to vehicle and parking spaces.~~
- Demonstrate leadership on climate change.

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Objective 1.1 Compact Urban Form and Design

Use transportation investments to ~~reinforce focus~~ growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.

Objective 1.2 Parking Management

Minimize the amount and promote the efficient use of land dedicated to vehicle parking.

Objective 1.3 Affordable Housing

Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

Objective 2.1 Reliable and Efficient Travel and Market Area Access

Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.

Objective 2.2 Regional Passenger Connectivity

Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.

Objective 2.3 Metropolitan Mobility

Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.

Objective 2.4 Freight Reliability

Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region's function as a gateway for commerce.

Objective 2.5 Job Retention and Creation

Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

Objective 3.1 Travel Choices

Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.

Objective 3.2 Vehicle Miles of Travel

Reduce vehicle miles traveled per capita.

Objective 3.3 Equitable Access and Barrier Free Transportation

Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, [youth, children, elders older adults and](#) people with disabilities [and people with low incomes](#), to connect with jobs, education, services, recreation, social and cultural activities.

Objective 3.4 Shipping Choices

Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions [for all users](#) and address air quality [and greenhouse gas emissions reduction](#) goals.

Objective 4.1 Traffic Management

Apply technology solutions to actively manage the transportation system.

Objective 4.2 Traveler Information

Provide comprehensive real-time traveler information to people and businesses in the region.

Objective 4.3 Incident Management

Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.

Objective 4.4 Demand Management

Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.

Objective 4.5 Value Pricing

Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Objective 5.1 Operational and Public Safety

Reduce fatal and severe ~~injury injuries and~~ crashes for all modes of travel.

Objective 5.2 Crime

Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.

Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents

Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, [climate change](#), hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

Objective 6.1 Natural Environment

Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.

Objective 6.2 Clean Air

Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.

Objective 6.3 Water Quality and Quantity

Protect the region's water quality and natural stream flows.

Objective 6.4 Energy and Land Consumption

Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.

Objective 6.5 Climate Change

Reduce transportation-related greenhouse gas emissions [and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel](#).

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Objective 7.1 Active Living

Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Objective 7.2 Pollution Impacts

Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Objective 8.1 Environmental Justice

Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

Objective 8.2 Coordinated Human Services Transportation Needs

Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).

Objective 8.3 Housing Diversity

Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.

Objective 8.4 Transportation and Housing Costs

Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

Objective 9.1 Asset Management

Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.

Objective 9.2 Maximize Return on Public Investment

Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.

Objective 9.3 Stable and Innovative Funding

Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Objective 10.1 Meaningful Input Opportunities

Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.

Objective 10.2 Coordination and Cooperation

Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Goal 11: Demonstrate leadership on climate change

~~It is the policy of the Metro Council to:~~

~~11.1 Adopt and~~ ~~It is the policy of the Metro Council to~~ implement a regional climate strategy to meet adopted targets for reducing greenhouse gas emissions from light vehicle travel while creating healthy and equitable communities and a strong economy. ~~The strategy shall include:~~

Objective 11.1 Land use and transportation integration

~~Continue to implementing the 2040 Growth Concept through regional plans and functional plans adopted by the Metro Council for local governments to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emissions travel options, such as bicycling, walking, and electric vehicles.~~

Objective 11.2 Clean fuels and clean vehicles

~~Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.~~

- ~~•—Expanding the use of low carbon transportation options across the region by:~~

Objective 11.3 Regional and community transit network and access

~~Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income to make transit convenient, frequent, accessible and affordable.~~

Objective 11.4 Active transportation network

~~Making bicycling and walking safe the safest, and most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's network of bicycle and pedestrian networks that connect people to their jobs, schools and other destinations.~~

Objective 11.5 Transportation systems management and operations

~~Making the most of investments the region has already made in the transportation system
Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.~~

Objective 11.6 Transportation demand management

~~Implement programs, services and other tools that provide commuters, households, and businesses with and providing information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.~~

Objective 11.7 Parking management

~~Implement locally-defined approaches to management of parking in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options. Managing parking to make efficient use of vehicle parking and land dedicated to parking.~~

Objective 11.8 Streets and highways network

~~Investing strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.~~

- ~~• Supporting and building upon Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles;~~
- ~~• Securing adequate funding for transportation investments; and~~
- ~~• Demonstrating leadership on climate change.~~

11.3 Objective 11.9 Metro actions

Take actions recommended in the ~~regional climate strategy~~ Toolbox of Possible Actions to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, ~~including~~ such as:

~~Implement the 2040 Growth Concept through regional plans and functional plans.~~

- ~~i. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, including securing adequate funding for transportation and other investments needed to implement the strategy.~~
- ~~iii. Build a diverse coalition that includes elected official and business and community leaders at local, regional and state levels to secure adequate funding for transportation and other investments needed to implement the strategy.~~
- iii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy. ~~and~~
- iv. Report on the potential light vehicle greenhouse gas emissions impacts of Metro's major land use and ~~transportation RTP~~ policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.
- v. Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel as described in Chapter 7 of the Regional Framework Plan, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of federally-required updates to the Regional Transportation Plan.

11.4 Objective 11.10 Partner actions

Encourage local, state and federal governments and special districts to ~~take locally tailored~~ consider implementing actions recommended in the ~~climate strategy~~ Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, ~~including such as:~~

- i. Implement plans and zoning that focus higher density, mixed-use zoning and development near transit.
- ii. Implement capital improvements in frequent bus corridors, such as dedicated bus lanes, stop/shelter improvements, and intersection priority treatments, to increase service performance.
- iii. Complete gaps in pedestrian and bicycle access to transit.

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- ~~• build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities);~~
- ~~• link active transportation investments to providing transit and travel information and incentives~~

iv. Adopt “complete streets” policies and designs to support all users.

- ~~• invest in making new and existing streets “complete” and connected to support all users;~~

v. Integrate multi-modal designs in road improvement and maintenance projects to support all users.

- ~~• expand use of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects;~~
- ~~• partner with transit providers to expand deployment of transit signal priority along corridors with 15 minute or better transit service;~~
- ~~• partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management;~~
- ~~• expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based organizations;~~

vi. Implement safe routes to school and transit programs.

vii. Prepare community inventory of public parking spaces and usage.

- ~~• adopt shared and unbundled parking policies;~~
- ~~• provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools;~~
- ~~• adopt policies and update development codes to support private adoption of alternative fuel vehicles (AFVs), such as streamlining permitting for fueling stations, planning for access to charging and compressed natural gas (CNG) stations, allowing charging and CNG stations in residences, work places and public places, providing preferential parking for AFVs, and encouraging new construction to include necessary infrastructure to support use of AFVs;~~
- ~~• prepare and periodically update a community-wide greenhouse gas emissions inventory;~~
- ~~• adopt greenhouse gas emissions reduction policies and performance targets; and~~

viii. Develop and implement local climate action plans.

~~11.45 Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of updates to the Regional Transportation Plan.~~

The following is a clean version of the updated Goal 11 (and objectives) to help readability:

Goal 11: Demonstrate leadership on climate change

It is the policy of the Metro Council to implement a regional strategy to meet adopted targets for reducing greenhouse gas emissions from light vehicle travel while creating healthy and equitable communities and a strong economy.

Objective 11.1 Land use and transportation integration

Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emissions travel options, such as bicycling, walking, and electric vehicles.

Objective 11.2 Clean fuels and clean vehicles

Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.

Objective 11.3 Regional and community transit network and access

Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.

Objective 11.4 Active transportation network

Make bicycling and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.

Objective 11.5 Transportation systems management and operations

Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

Objective 11.6 Transportation demand management

Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

Objective 11.7 Parking management

Implement locally-defined approaches to management of parking in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.

Objective 11.8 Streets and highways network

Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

Objective 11.9 Metro actions

Take actions recommended in the *Toolbox of Possible Actions* to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:

- i. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, such as securing adequate funding for transportation and other investments needed to implement the strategy.
- ii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy.
- iii. Report on the potential light vehicle greenhouse gas emissions impacts of Metro's major land use and transportation policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.
- iv. Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel as described in Chapter 7 of the Regional Framework Plan, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of federally-required updates to the Regional Transportation Plan.

Objective 11.10 Partner actions

Encourage local, state and federal governments and special districts to consider implementing actions recommended in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:

- i. Implement plans and zoning that focus higher density, mixed-use zoning and development near transit.
- ii. Implement capital improvements in frequent bus corridors, such as dedicated bus lanes, stop/shelter improvements, and intersection priority treatments, to increase service performance.
- iii. Complete gaps in pedestrian and bicycle access to transit.
- iv. Adopt "complete streets" policies and designs to support all users.
- v. Integrate multi-modal designs in road improvement and maintenance projects to support all users.
- vi. Implement safe routes to school and transit programs.
- vii. Prepare community inventory of public parking spaces and usage.
- viii. Develop and implement local climate action plans.

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Staff recommended changes (Updated November 14, 2014)

All of Chapter 7 of the Regional Framework Plan is provided for reference. Changes shown in ~~double strikethrough~~ and double underscore reflect recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 7 Management

Exhibit B to Ordinance No. 14-1346B
REGIONAL FRAMEWORK PLAN
CHAPTER 7 MANAGEMENT

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Chapter 7 Management

Introduction

Any plan put into effect is only a set of policies or actions based on what is known at the time. Actual conditions can and do change. Accordingly, any plan which is intended to be useful over a period of time must include ways of addressing new circumstances. To this end, this chapter includes policies and processes that will be used to keep the Regional Framework Plan (Plan) abreast of current conditions and a forward thinking document.

In addition, this Plan includes disparate subjects, ones that, while interconnected, at times suggest conflicting policy actions. This chapter describes the ways in which such conflicts can be resolved.

The policies included in Chapters 1-6 of this Plan are regional goals and objectives consistent with ORS 268.380(1). Many of these policies were originally adopted and acknowledged as the Regional Urban Growth Goals and Objectives and have been superseded by the policies of this Plan. The specific policies included in this Plan are neither a comprehensive plan under ORS 197.015(5), nor a functional plan under ORS 268.390(2).

Policies

7.1 Citizen Participation

It is the policy of the Metro Council to:

- 7.1.1 Develop and implement an ongoing program for citizen participation in all aspects of the regional planning effort.
- 7.1.2 Coordinate such a program with local programs to support citizen involvement in planning processes and avoid duplicating the local programs.
- 7.1.3 Establish a Metro Committee for Citizen Involvement to assist with the development, implementation and evaluation of its citizen involvement program and to advise the Metro Council regarding ways to best involve citizens in regional planning activities.
- 7.1.4 Develop programs for public notification, especially for, but not limited to, proposed legislative actions that ensure a high level of awareness of potential consequences as well as opportunities for involvement on the part of affected citizens, both inside and outside of Metro's boundaries.

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7.2 Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation

It is the policy of the Metro Council to:

- 7.2.1 Work with the Metro Policy Advisory Committee (MPAC), consistent with the Metro Charter.
- 7.2.2 Choose the composition of MPAC according to the Metro Charter and according to any changes approved by majorities of MPAC and the Metro Council.
- 7.2.3 Ensure that the composition of MPAC reflects the partnership that must exist among implementing jurisdictions in order to effectively address areas and activities of metropolitan concern and includes elected and appointed officials and citizens of Metro, cities, counties, school districts and states consistent with Section 27 of the Metro Charter.
- 7.2.4 Appoint technical advisory committees as the Metro Council or MPAC determines a need for such bodies, consistent with MPAC By-laws.
- 7.2.5 Perform, with the Joint Policy Advisory Committee on Transportation (JPACT), the functions of the designated Metropolitan Planning Organization as required by federal transportation planning regulations.
- 7.2.6 Develop a coordinated process for JPACT and MPAC, to assure that regional land use and transportation planning remains consistent with these goals and objectives and with each other.

7.3 Applicability of Regional Framework Plan Policies

It is the policy of the Metro Council to:

- 7.3.1 Ensure that all functional plans adopted by the Metro Council are consistent with the policies of this Plan.
- 7.3.2 Guide Metro's management of the UGB through standards and procedures that are consistent with policies in Chapters 1-6 of this Plan. These policies do not apply directly to site-specific land use actions, such as amendments of the UGB.
- 7.3.3 Apply the policies in Chapters 1-6 of this Plan to adopted and acknowledged comprehensive land use plans as follows:
 - a. Components of this Plan that are adopted as functional plans, or other functional plans, shall be consistent with these policies.
 - b. The management and periodic review of Metro's acknowledged UGB Plan, shall be consistent with these policies.
 - c. Metro may, after consultation with MPAC, identify and propose issues of regional concern, related to or derived from these policies, as recommendations but not requirements, for consideration by cities and

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counties at the time of periodic review of their adopted and acknowledged comprehensive plans.

- 7.3.4 Apply the policies of this Plan to Metro land use, transportation and greenspace activities as follows:
- a. The UGB, other functional plans, and other land use activities shall be consistent with these policies.
 - b. To the extent that a proposed action may be compatible with some policies and incompatible with others, consistency with this Plan may involve a balancing of applicable goals, sub-goals and objectives by the Metro Council that considers the relative impacts of a particular action on applicable policies.
- 7.3.5 Adopt a periodic update process of this Plan's policies.
- 7.3.6 Require MPAC to consider the regular updating of these policies and recommend based on the adopted periodic update process.
- 7.3.7 Seek acknowledgement of the Plan, consistent with ORS 197.015(16).

7.4 Urban Growth Boundary Management Plan

It is the policy of the Metro Council to:

- 7.4.1 Manage the UGB consistent with Metro Code 3.01 and the policies of this Plan and in compliance with applicable statewide planning goals and laws.

7.5 Functional Plans

It is the policy of the Metro Council to:

- 7.5.1 Develop functional plans that are limited purpose plans, consistent with this Plan, which addresses designated areas and activities of metropolitan concern.
- 7.5.2 Use functional plans as the identified vehicle for requiring changes in city and county comprehensive plans in order to achieve consistence and compliance with this Plan.
- 7.5.3 Adopt policies of this Plan as functional plans if the policies contain recommendations or requirements for changes in comprehensive plans and to submit the functional plans to LCDC for acknowledgment of their compliance with the statewide planning goals.
- 7.5.4 Continue to use existing or new functional plans to recommend or require changes in comprehensive plans until these Plan components are adopted.
- 7.5.5 Continue to develop, amend and implement, with the assistance of cities, counties, special districts and the state, state-required functional plans for air,

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- water and transportation, as directed by ORS 268.390(1) and for land use planning aspects of solid waste management, as mandated by ORS Ch. 459.
- 7.5.6 Propose new functional plans from one of two sources:
- a. MPAC may recommend that the Metro Council designate an area or activity of metropolitan concern for which a functional plan should be prepared.
 - b. The Metro Council may propose the preparation of a functional plan to designate an area or activity of metropolitan concern and refer that proposal to MPAC.
- 7.5.7 Use the matters required by the Metro Charter to be addressed in this Plan to constitute sufficient factual reasons for the development of a functional plan under ORS 268.390 and make the adoption of a functional plan subject to the procedures specified above.
- 7.5.8 Ensure the participation of MPAC in the preparation of the functional plan, consistent with the policies of this Plan and the reasons cited by the Metro Council.
- 7.5.9 Require that MPAC review the functional plan and make a recommendation to the Metro Council after preparation of the Plan and broad public and local government consensus, using existing citizen involvement processes established by cities, counties and Metro.
- 7.5.10 Resolve conflicts or problems impeding the development of a new functional plan and complete the functional plan if MPAC is unable to complete its review in a timely manner.
- 7.5.11 Hold a public hearing on the proposed functional plan and afterwards either:
- a. Adopt the proposed functional plan.
 - b. Refer the proposed functional plan to MPAC in order to consider amendments to the proposed plan prior to adoption.
 - c. Amend and adopt the proposed functional plan.
 - d. Reject the proposed functional plan.
- 7.5.12 Adopt functional plans by ordinance and include findings of consistency with this Plans policies.
- 7.5.13 Ensure that adopted functional plans are regionally coordinated policies, facilities and/or approaches to addressing a designated area or activity of metropolitan concern, to be considered by cities and counties for incorporation in their comprehensive land use plans.

- 7.5.14 Review any apparent inconsistencies if a city or county determines that a functional plan requirement should not or cannot be incorporated into its comprehensive plan, by the following process:
- a. Metro and affected local governments notify each other of apparent or potential comprehensive plan inconsistencies.
 - b. After Metro staff review, MPAC consults the affected jurisdictions and attempt to resolve any apparent or potential inconsistencies.
 - c. MPAC may conduct a public hearing and make a report to the Metro Council regarding instances and reasons why a city or county has not adopted changes consistent with requirements in a regional functional plan.
 - d. The Metro Council reviews the MPAC report and holds a public hearing on any unresolved issues. The Council may decide either to:
 - i. Amend the adopted regional functional plan.
 - ii. Initiate proceedings to require a comprehensive plan change.
 - iii. Find there is no inconsistency between the comprehensive plan(s) and the functional plan.
 - iv. Grant an exception to the functional plan requirement.

7.6 Periodic Review of Comprehensive Land Use Plans

It is the policy of the Metro Council to:

- 7.6.1 Require MPAC, at the time of LCDC-initiated periodic review of comprehensive plans of cities and counties in the region, to assist Metro with the identification of the Plan elements, functional plan provisions or changes in functional plans adopted since the last periodic review as changes in law to be included in periodic review notices.
- 7.6.2 Encourage MPAC, at the time of LCDC-initiated periodic review of comprehensive plans in the region, to provide comments during the review on issues of regional concern.

7.7 Implementation Roles

It is the policy of the Metro Council to:

- 7.7.1 Recognize the inter-relationships between cities, counties, special districts, Metro, regional agencies and the State, and their unique capabilities and roles in regional planning and the implementation of this Plan.

Exhibit B to Ordinance No. 14-1346B

7.7.2 Recognize the role of the cities to:

- a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.
- b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.
- c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- d. Participate in the review and refinement of these goals and objectives.

7.7.3 Recognize the role of counties to:

- a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.
- b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.
- c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- d. Participate in the review and refinement of these goals and objectives.

7.7.4 Recognize the role of Special Service Districts to:

- a. Assist Metro, through a broad-based local discussion, with the identification of areas and activities of metropolitan concern and the development of strategies to address them, and participate in the review and refinement of these goals and objectives. Special Service Districts will conduct their operations in conformance with acknowledged comprehensive plans affecting their service territories

7.7.5 Recognize the role of School Districts to:

- a. Advise Metro regarding the identification of areas and activities of school district concern.
- b. Cooperatively develop strategies for responding to designated areas and activities of school district concern.
- c. Participate in the review and refinement of these goals and objectives.

7.7.6 Recognize the role of the State of Oregon to:

- a. Advise Metro regarding the identification of areas and activities of metropolitan concern.

Exhibit B to Ordinance No. 14-1346B

- b. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
 - c. Review state plans, regulations, activities and related funding to consider changes in order to enhance implementation of the Plan and functional plans, and employ state agencies and programs to promote and implement these goals and objectives and the Regional Framework Plan.
 - d. Participate in the review and refinement of these goals and objectives.
- 7.7.7 Recognize the role of Metro to:
- a. Identify and designate areas and activities of metropolitan concern.
 - b. Provide staff and technical resources to support the activities of MPAC within the constraints established by Metro Council.
 - c. Serve as a technical resource for cities, counties, school districts and other jurisdictions and agencies.
 - d. Facilitate a broad-based regional discussion to identify appropriate strategies for responding to those issues of metropolitan concern.
 - e. Adopt functional plans necessary and appropriate for the implementation of the Regional Framework Plan.
 - f. Coordinate the efforts of cities, counties, special districts and the state to implement adopted strategies.
 - g. Amend the Future Vision for the region, consistent with Objective 9. (See Ordinance No. 95-604A "For the Purpose of Adopting a Future Vision for the Region," adopted June 15, 1995.)

7.8 Performance Measures

It is the policy of the Metro Council to:

- 7.8.1 Develop performance measures designed for considering the policies of this Plan in consultation with MPAC and the public.
- 7.8.2 Use state benchmarks for performance measures to the extent possible or develop, in consultation with MPAC and the Metro Committee for Citizen Involvement, new performance measures.
- 7.8.3 Measure performance for Chapters [21](#)-6 of this Plan by using several different geographies, including by region, jurisdiction, 2040 design type and market area.

Exhibit B to Ordinance No. 14-1346B

7.8.4 Include the following performance measures for Chapters 21-6 of this Plan:

- a. Vacant land conversion;
- b. Housing development, density, rate and price;
- c. Job creation;
- d. Infill and redevelopment;
- e. Environmentally sensitive lands;
- f. Price of land;
- g. Residential vacancy rates;
- h. Access to open spaces;
- i. ~~Transportation measures~~ Vehicle miles traveled;
- j. Motor vehicle, bicycle and pedestrian fatal and serious injury crashes;
- k. Transit revenue hours;
- l. Transit affordability;
- m. Transit ridership;
- n. Access to transit;
- o. Travel time reliability in regional mobility corridors, including incident response clearance times;
- p. Air quality, including PM 2.5 and ozone precursors.

7.8.5 Direct these measures to be ~~completed~~ reported every two years.

7.8.6 In addition, to the measures identified in 7.8.4, monitor the following performance measures as part of federally-required updates to the Regional Transportation Plan to assess whether key strategies or actions that make up the regional strategy for reducing greenhouse gas emissions from light-duty vehicles are being implemented:

- a. households living in walkable, mixed-use areas;
- b. light duty vehicle greenhouse gas emissions;
- c. household transportation and housing cost burden;
- d. registered light duty vehicles by fuel/energy source;

e. workforce participation in employer-based commuter programs;

f. household participation in individualized marketing programs;

g. bicycle and pedestrian miles traveled;

h. bikeways, sidewalks and trails completed.

7.8.67 Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment ~~in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained.~~

7.9 Monitoring and Updating

It is the policy of the Metro Council to:

- 7.9.1 Review this Plan and all functional plans every seven years, or at other times as determined by the Metro Council after consultation with or upon the advice of MPAC.
- 7.9.2 Involve a broad cross-section of citizen and jurisdictional interests, and MPAC consistent with Policy 7.1 Citizen Participation, of this Plan in any review and amendment process.
- 7.9.3 Provide for broad public and local government review of proposed amendments prior to final Metro Council action.
- 7.9.4 Determine whether amendments to adopted this Plan, functional plans or the acknowledged regional UGB are necessary. If amendments prove to be necessary, the Metro Council will:
 - a. Act on amendments to applicable functional plans.
 - b. Request recommendations from MPAC before taking action.
 - c. Include date and method through which proposed amendments will become effective if adopted.
 - d. Consider amendments to the UGB under UGB amendment procedures in the Metro Code.
- 7.9.5 Inform, in writing, any affected cities and counties of any amendment to this Plan or a functional plan, including amendments that are advisory in nature, that recommend changes in comprehensive land use plans, and that require changes in plans, and the effective date of amendments.

7.10 Environmental Education

It is the policy of the Metro Council to:

Exhibit B to Ordinance No. 14-1346B

- 7.10.1 Provide education to the community on the principles and foundation of this Plan in order to maintain it as a living document and to ensure that the citizens of the region understand the decision making mechanisms, the principles that guide sound planning and the effect of decisions and changes on the livability of the community.
- 7.10.2 Provide an unbiased source of environmental education that does not advocate for one viewpoint, that invites and involves diverse viewpoints and that gives everyone opportunities to participate in all aspects of the learning process.
- 7.10.3 Ensure that education for this Plan is enriched by and relevant to all points of view.
- 7.10.4 Develop and implement an ongoing partnership with cultural, environmental and educational organizations to keep abreast of current conditions and maintain this Plan as a forward-looking document.
- 7.10.5 Coordinate with local programs for supporting education that involves citizens in the analysis of critical environmental issues related to regional growth and environmental quality in order to help citizens gain awareness, knowledge and skills to make connections between the issues of regional growth and the creation of livable communities.
- 7.10.6 Provide citizens with the information needed and the opportunity to:
 - a. Analyze critical environmental issues related to regional growth.
 - b. Understand the effects of their choices on the urban and natural systems used to manage growth, natural areas and transportation, process waste and provide water and energy.
 - c. Engage in decisions which affect the livability of their communities.
 - d. Take actions which reflect the region's plan.
 - e. Cooperatively develop strategies with citizens to provide regional environmental education.
 - f. Identify cultural, environmental and educational organizations which currently provide education about issues related to livable communities.
 - g. Identify sites and facilities that currently and potentially provide education about issues related to livable communities.
 - h. Function as a clearinghouse for educational organizations and facilitate educational partnerships in the community.
- 7.10.7 Enable individuals and communities to challenge and discuss the rural and urban systems and policies responsible for creating livable communities in order to achieve the policies of this Plan.

**CLIMATE
SMART
COMMUNITIES**
SCENARIOS PROJECT

Draft Toolbox of Possible Actions (2015-20)

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance No. 14-1346B*

November 17, 2014

**MAKING A
GREAT
PLACE**



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/climatescenarios

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Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS



DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

BACKGROUND | The Climate Smart Communities Scenarios Project responds to a state mandate to [develop and implement a strategy to](#) reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders [are shaping developed](#) a strategy that meets the [goal-mandate and will contribute to](#) ~~while~~ creating healthy and equitable communities and a strong economy. ~~After considering prior public input and other information, on May 30, 2014, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as local priorities in communities across the region. The strategy relies on implementing Analysis shows the region can meet the 2035 target if we make the investments needed to build~~ the plans and visions that have already been adopted by communities and the region, [along with anticipated advancements in cleaner, low carbon fuels and more fuel-efficient vehicles](#). ~~The draft Climate Smart Strategy strategy~~ does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, [more transportation choices, improved access to jobs and services, reduced delay on the transportation system, and reduced travel and healthcare costs for households and businesses](#) ~~healthy and equitable communities, and a strong regional economy.~~

Building on existing local, regional and statewide activities and priorities, the project partners have developed [an advisory draft](#) toolbox of actions with meaningful steps that can be taken ~~in the next five years~~ to [implement the Climate Smart Communities Strategy](#). [The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region’s contribution to climate change in ways that support community and economic development goals. The toolbox builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Communities Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Inclusion of an action was primarily driven by committee and public feedback. The policies and actions are the result of a four year collaborative process informed by research, analysis, community engagement, and deliberation. They ~~were~~ will be subject to public review from Sept. 15 to Oct. 30, 2014 before being considered by MPAC, JPACT, and the Metro Council in December 2014.](#)

HOW TO USE THE TOOLBOX | [The toolbox identifies-is focused on possible near-term \(within the next 5 years\) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts are encouraged to take to begin implementing the broader policies and strategies identified in the Climate Smart Communities Strategy begin implementation of the Climate Smart Communities Strategy.](#) ~~The near-term actions include a combination of existing actions and new ideas and approaches that will lay the foundation for longer term action. The toolbox provides an advisory menu of possible actions and does not require Metro, local governments, special districts, or state agencies to adopt any particular policy or action, and is intended to allow for flexibility so any action can be tailored to best support local, regional and state plans and visions. The toolbox includes specific action steps that, if taken, will help implement the broader policies and strategies identified in the Regional Framework Plan. It is intended to be a living document, subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the Regional Transportation Plan to reflect new information and approaches to reducing greenhouse gas emissions from land use and transportation. The toolbox is a comprehensive menu of policy, program and funding actions that are intended to allow for flexibility so they can be tailored to best support local, regional and state plans and visions.~~

~~The toolbox builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Communities Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions.~~ Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to [in the future as we move into 2015](#). [Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to consider implementing the actions recommended in locally tailored ways.](#) Medium and longer-term actions will be identified during the next [federally-required](#) update to the Regional Transportation Plan (scheduled for 2016-18). ~~The toolbox is a comprehensive menu of more than 200 specific policy, program and funding actions that can be tailored to best support local, regional and state plans and visions that, if implemented, will reduce greenhouse gas emissions in ways that support community and economic development goals.~~

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	Immediate (2015-16) <input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Support brownfield redevelopment-related legislative proposals <input checked="" type="checkbox"/> Restore local control of housing policies and programs to ensure local communities have a full range of tools available to meet the housing	Immediate (2015-16) <input type="checkbox"/> Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the	Immediate (2015-16) <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the	Immediate (2015-16) <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input checked="" type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p>needs of all residents and income levels to and expand opportunities for households of modest means to live closer to work, services and transit</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Provide increased funding and incentives to local governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact 	<p>housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit through Legislative agenda, testimony, endorsement letters or similar means</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Maintain a compact urban growth boundary <input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, developers and others to advance implementation of local land use plans and incorporate travel information and incentives, transportation system management and operations strategies, parking management approaches and transit-oriented development in local plans and projects <input type="checkbox"/> Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers <input type="checkbox"/> Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service <input type="checkbox"/> Support increased funding for affordable housing, particularly along corridors with frequent transit service <input type="checkbox"/> Implement the Climate Smart Communities Strategy in the 2018 RTP 	<p>housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit through Legislative agenda, testimony, endorsement letters or similar means</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Develop concept plans for new urban areas in ways that further the region's efforts in achieving greenhouse gas emissions reductions, such as planning for complete communities with walking, biking and transit to reduce or eliminate vehicle trips for daily needs <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial areas, employment centers, and transit <input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers 	<p>needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit through Legislative agenda, testimony, endorsement letters or similar means</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready
<p>2. Make transit more convenient, frequent, accessible and affordable</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes Work with elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Seek and advocate for new, dedicated 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> o Provide more community to community 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p>speed, frequency and reliability</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority 	<p>funding mechanism(s)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek transit funding from Oregon Legislature <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Support state efforts to consider carbon pricing <input type="checkbox"/> Fund reduced fare programs and service improvements for transit dependent communities, such as youth, older adults, people with disabilities and low-income families <p><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</p> <ul style="list-style-type: none"> <input type="checkbox"/> Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit <input type="checkbox"/> Update Regional High Capacity Transit System Plan <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Make funding for access to transit a priority <p><input type="checkbox"/> Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit</p> <ul style="list-style-type: none"> <input type="checkbox"/> Implement the Climate Smart Communities Strategy transit investments and actions, including community and regional transit service plans in the Update 2018 Regional Transportation Plan by 2018 	<p>transit connections</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern¹, and other locations with high ridership potential <input type="checkbox"/> Consider Use ridership demographics in service planning <ul style="list-style-type: none"> <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Complete gaps in pedestrian and bicycle access to transit <input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Implement plans and zoning that focus higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Convert school bus and transit fleets to electric and/or natural gas buses 	<ul style="list-style-type: none"> <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <input type="checkbox"/> Provide more community to community transit connections <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential <input type="checkbox"/> Consider Use ridership demographics in service planning <p><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</p> <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Improve and increase the availability of transit route and schedule information <input type="checkbox"/> Convert school bus and transit fleets to electric and/or natural gas buses <input type="checkbox"/> Expand and sustain youth pass program, including expanding routes and frequency along school corridors <input type="checkbox"/> Support transit partners in seeking federal grants and increased state funding for electric and other low-carbon alternative fuel buses <input type="checkbox"/> Seek increased funding flexibility to allow for greater upfront capital spending on electric and other low-carbon alternative fuel buses if those expenses are offset by operating savings

¹ The 2014 Regional Transportation Plan defines communities of concern as people of color, people with limited English proficiency, people with low-income, older adults, and young people.

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
<p>3. Make biking and walking safe and convenient</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety <input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory <input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide <input type="checkbox"/> Fund Safe Routes to Transit programs <input type="checkbox"/> Adopt a complete streets policy <input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Improve bicycle and pedestrian crash data collection <input type="checkbox"/> Support local and regional health impact assessments <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs <input checked="" type="checkbox"/> Expand existing funding for active transportation investments <input type="checkbox"/> Simplify and clarify policy on e-bike use of bike lanes and other infrastructure 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Fund construction of active transportation projects as called for in air quality transportation control measures <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs o Seek and advocate for new, dedicated funding mechanism(s) o Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies <input type="checkbox"/> Provide technical assistance and funding to support complete street and designs in local planning and project development activities <input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan <input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> o develop a complete streets checklist o provide design guidance to minimize air pollution exposure for bicyclists and pedestrians o use of green street designs that include tree plantings to support carbon sequestration 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Leverage local funding with development for active transportation projects <input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input checked="" type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <input type="checkbox"/> Review community inventory of sidewalk and bike lane gaps and deficiencies to help prioritize where limited funding could best be directed to encourage multi-modal movement <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers <input type="checkbox"/> Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities) <input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations <input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives <input type="checkbox"/> Partner with ODOT to conduct site-specific 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan for Portland International Airport <input type="checkbox"/> Prepare a TriMet Bicycle Plan <p>Near-term (2017-20)</p> <p>Invest in trails that increase equitable access to transit, services and community destinations</p>

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		<ul style="list-style-type: none"> ○ identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain □ Update the Regional Active Transportation Plan needs assessment in the 2018 RTP □ Implement the Climate Smart Communities Strategy active transportation investments and actions in the 2018 RTP □ Build and monitor local and state commitment to implement the Active Transportation Plan and programs for safe routes to schools and transit □ Clarify that e-bikes are part of the region’s active transportation strategy □ Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders 	<p>evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan</p> <ul style="list-style-type: none"> □ Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit □ Adopt “complete streets” policies and designs to support all users □ Establish local funding pool to leverage state and federal funds □ Conduct needs assessments for schools and access to transit during updates to TSPs and other plans 	
<p>4. Make streets and highways safe, reliable and connected</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> □ Maintain existing highway network to improve traffic flow □ Increase state gas tax (indexed to inflation and fuel efficiency) □ Update the Oregon Transportation Safety Action Plan □ Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users □ Adopt a Vision Zero strategy for eliminating traffic fatalities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> □ Work with Metro and local governments to consider alternative performance measures □ Integrate multi-modal designs in road improvement and maintenance projects to support all users □ Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain □ Use green street designs that include tree plantings to support carbon sequestration 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> □ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> ○ Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally ○ Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) ○ Support state and federal efforts to implement mileage-based road usage charge program □ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> □ Implement the Climate Smart Communities Strategy streets and highways investments and actions in the 2018 RTP □ Work with ODOT and local governments to consider alternative performance measures □ Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities □ Update and fully implement Regional Transportation Safety Plan 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> □ Continue implementing adopted transportation system plans □ Maintain existing street network to improve traffic flow □ Support and/or participate in efforts to build transportation funding coalition □ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> □ Work with ODOT and Metro to consider alternative performance measures □ Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system □ Invest in making new and existing streets complete and connected to support all users □ Integrate multi-modal designs in road improvement and maintenance projects to support all users □ Adopt a Vision Zero strategy for eliminating traffic fatalities □ Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain □ Use green street designs that include tree plantings to support carbon sequestration 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> □ Support and/or participate in efforts to build transportation funding coalition □ Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		<ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <input type="checkbox"/> Develop a complete streets checklist <input type="checkbox"/> Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians <input type="checkbox"/> Use of green street designs that include tree plantings to support carbon sequestration <input type="checkbox"/> Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain 		
<p>5. Use technology to actively manage the transportation system</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs <input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS) 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds <input type="checkbox"/> Advocate for increased state commitment to invest more in TSMO projects using state funds <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS) <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build capacity and strengthen interagency coordination <input type="checkbox"/> Provide technical assistance and grant funding to integrate transportation system management operations strategies in local plans, project development, and development review activities <input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018 <input type="checkbox"/> Implement the Climate Smart Communities Strategy transportation system management investments and actions in the 2018 RTP 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS) <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects <input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service <input type="checkbox"/> Complete an inventory of the installed intelligent transportation systems (ITS) along arterials to help prioritize areas where limited funding could best be directed to increase roadway performance 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS)
<p>6. Provide information and incentives to expand the use of travel options</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement <input type="checkbox"/> Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver's education training courses, Oregon Driver's education manual and certification programs <input type="checkbox"/> Review EcoRule to identify opportunities to 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit organizations) to support expanded education, recognition and outreach 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p>improve effectiveness</p> <ul style="list-style-type: none"> <input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring <input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs <input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs <input type="checkbox"/> Integrate promotion of workplace charging, carsharing, and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling <input type="checkbox"/> Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion <input type="checkbox"/> Integrate education about carsharing programs into public awareness strategies 	<p>capital investments</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials <input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities <input type="checkbox"/> Integrate transportation demand management practices into planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at worksites <input type="checkbox"/> Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the region <input type="checkbox"/> Begin update to Regional Travel Options Strategic Plan in 2018 <input type="checkbox"/> Implement the Climate Smart Communities Strategy transportation demand management investments and actions in the 2018 RTP <input type="checkbox"/> Clarify that e-bikes are part of the regional toolkit of travel options <input type="checkbox"/> Encourage regional carsharing services to increase their use of electric vehicles and other clean fuel alternatives <input type="checkbox"/> Integrate promotion of workplace charging, carsharing, and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling <input type="checkbox"/> Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion <input type="checkbox"/> Integrate education about carsharing programs into public awareness strategies 	<p>efforts in coordination with other capital investments</p> <ul style="list-style-type: none"> <input type="checkbox"/> Host citywide and community events like Bike to Work Day and Sunday Parkways <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans <input type="checkbox"/> Partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management <input type="checkbox"/> Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based organizations 	
<p>7. Manage parking to make efficient use of vehicle parking and land dedicated to parking spaces</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and grant funding to support development of parking management plans at the local and regional level 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Increase safe, secure and convenient bicycle

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

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	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<ul style="list-style-type: none"> <input type="checkbox"/> Distribute "Parking Made Easy" handbook and provide technical assistance, planning grants, model code language, education and outreach <input type="checkbox"/> Increase safe, secure and convenient bicycle parking Near-term (2017-20) <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Prepare inventory of state-owned public parking spaces and usage <input type="checkbox"/> Provide monetary incentives such as parking cash-out and employer buy-back programs <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way <input type="checkbox"/> Join the Workplace Charging Challenge as a partner 	<ul style="list-style-type: none"> local plans and projects <input checked="" type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <input checked="" type="checkbox"/> Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service Near-term (2017-20) <input checked="" type="checkbox"/> Expand on going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects <input type="checkbox"/> Pilot projects to develop model parking management plans and model ordinances for different development types <input type="checkbox"/> Research and update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as: <ul style="list-style-type: none"> <input type="checkbox"/> linking parking approaches to the level of transit service and active transportation options provided <input type="checkbox"/> use of priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service <input checked="" type="checkbox"/> linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing <input type="checkbox"/> Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies <input type="checkbox"/> Join the Workplace Charging Challenge as a partner <input type="checkbox"/> Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University <input type="checkbox"/> Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals <input checked="" type="checkbox"/> 	<ul style="list-style-type: none"> Near-term (2017-20) <input type="checkbox"/> Prepare community inventory of public parking spaces and usage <input type="checkbox"/> Adopt shared and unbundled parking policies <input type="checkbox"/> Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <input type="checkbox"/> Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas <input type="checkbox"/> Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned) <input type="checkbox"/> Join the Workplace Charging Challenge as a partner <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way <input type="checkbox"/> Support efforts to future proof new developments, particularly multi-family housing and large parking lots, by installing conduit for future charging of at least 20% of parking spaces, similar to standards in Hawaii, California and elsewhere 	<ul style="list-style-type: none"> parking <input type="checkbox"/> Join the Workplace Charging Challenge as a partner <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way
<p>8. Secure adequate funding for transportation investments</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Preserve local options for raising revenue to 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update research on regional infrastructure gaps 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p>ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Implement a mileage-based road usage charge program as called for in Senate Bill 810 <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand funding available for active transportation and transit investments <input type="checkbox"/> Broaden implementation of the mileage-based road usage charge 	<p>and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for local revenue raising options <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation <input type="checkbox"/> Seek transit and active transportation funding from Oregon Legislature <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs <input type="checkbox"/> Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally <input type="checkbox"/> Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Support state and federal efforts to implement road usage charge program <input type="checkbox"/> Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service 	<p>transportation funding coalition</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for local revenue raising options <input type="checkbox"/> Support state efforts to implement a mileage-based road usage charge program <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs 	<p>transportation funding coalition</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for local revenue raising options <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs
<p>9. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive insurance</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reauthorize Oregon Clean Fuels Program <input type="checkbox"/> Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states <input type="checkbox"/> Lead by example by increasing the public alternative fuel vehicle (AFV) fleet <input type="checkbox"/> Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> <u>Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure</u> <input type="checkbox"/> <u>Support legislation being promoted by Drive</u> 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> <u>Update development codes to streamline/incent/encourage the installation of electric vehicles charging stations, alternative fueling stations and infrastructure, particularly</u> 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages)

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<ul style="list-style-type: none"> <input type="checkbox"/> Work with insurance companies to offer and encourage pay-as-you-drive insurance <input type="checkbox"/> Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure <input type="checkbox"/> Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <input type="checkbox"/> Review the state greenhouse gas emissions reduction targets, including assumptions related to fleet and technology advancements <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide consumer and business incentives to purchase new AFVs <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places <input type="checkbox"/> Encourage private fleets to purchase, lease or rent AFVs <input type="checkbox"/> Develop model code for electric and CNG vehicle infrastructure and partnerships with businesses <input type="checkbox"/> Remove barriers to electric and CNG vehicle charging and fueling station installations <input type="checkbox"/> Promote AFV infrastructure planning and investment by public and private entities <input type="checkbox"/> Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking <input type="checkbox"/> Expand communication efforts to promote AFV tourism activities <input type="checkbox"/> Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition <input type="checkbox"/> Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment <input type="checkbox"/> Provide incentives and information to expand use of pay-as-you-drive insurance and report on 	<p>Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles</p> <ul style="list-style-type: none"> <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public AFV fleet <input type="checkbox"/> Support state efforts to build public acceptance of pay-as-you-drive insurance <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities <input type="checkbox"/> Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others <input type="checkbox"/> Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles) <input type="checkbox"/> Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.) 	<p>new buildings</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure <input type="checkbox"/> Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public AFV fleet <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations and publicly accessible CNG stations <input type="checkbox"/> Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate AFV outreach and education events for consumers in conjunction with such events as Earth Day celebrations, National Plug-In Day and the DOE/Drive Oregon Workplace Charging Challenge <input checked="" type="checkbox"/> Adopt policies and update development codes to support private adoption of AFVs, such as streamlining permitting for alternative fueling stations, planning for access to charging and CNG stations, allowing charging and CNG stations in residences, work places and public places, and providing preferential parking for AFVs <input type="checkbox"/> Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs 	<ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for AFVs

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
<p>10. Demonstrate leadership on climate change</p>	<p>progress</p> <p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions <input type="checkbox"/> Support local government and regional planning for climate change mitigation <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision <input type="checkbox"/> Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals <input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Participate in local, regional and national panels and presentations to share the outcomes and recommendations of the Climate Smart Communities Strategy <input type="checkbox"/> Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update the Regional Transportation Plan to implement the Climate Smart Communities Strategy <input type="checkbox"/> Evaluate Metro's major land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions <input type="checkbox"/> Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations as part of 2018 RTP update <input type="checkbox"/> Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target <input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Encourage development and implementation of local climate action plans 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Review the Toolbox of Possible Actions to identify actions that are already being implemented and new actions public officials are willing to implement <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Sign U.S. Conference of Mayors Climate Protection Agreement <input type="checkbox"/> Prepare and periodically update community-wide greenhouse gas emissions inventory <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets <input type="checkbox"/> Develop and implement local climate action plans 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare and periodically update greenhouse gas emissions inventory of transportation operations <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets

GLOSSARY

Brownfield A property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or containment. Cleaning up and reinvesting in these properties increases local tax bases, facilitates job growth, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment.

Carsharing A membership based system of short-term automobile rental. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. Zipcar and car2go are local examples.

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving techniques include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, avoiding excessive idling, and keeping tires properly inflated.

ECO Rule An Oregon Department of Environmental Quality administrative rule (OAR 340-242) that is also called the Employee Commute Options Program. Under the DEQ ECO program, employers with more than 100 employees must provide commute options and incentives to employees designed to reduce the number of cars driven to work in the Portland metropolitan region. The employers must provide incentives for employee use of commute options like taking the bus or carpooling, guaranteed ride home, and financial incentives. The incentives must have the potential to reduce drive alone commute trips to the work site by 10 percent from an established baseline. The ECO program is one of several strategies included in the Ozone Maintenance Plan for the Portland Air Quality Maintenance Area. The Ozone Maintenance Plan will keep the area in compliance with the federal ozone standard.

Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

Greenhouse gas emissions Emissions that trap heat in the atmosphere, contributing to global climate change. Some greenhouse gases occur naturally and some are emitted to the atmosphere through natural processes and human activities. Atmospheric gases such as carbon dioxide, methane, and nitrous oxide contribute to global climate change by absorbing infrared radiation produced by solar warming of the Earth's surface. For more information see www.epa.gov/climatechange.

GreenSTEP A modeling tool developed by the Oregon Department of Transportation to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

Guaranteed Ride Home Program Through a Guaranteed Ride Home program, commuters who use modes such as carpool/vanpool, bicycle, walk, or public transportation, receive a subsidized ride home from work when an unexpected emergency arises.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Metro, after public review and consultation with local governments, is to adopt a preferred scenario. Following adoption of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations as necessary to be consistent with the preferred scenario. For more information go to: http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2009orLaw0865.html

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Induced demand Refers to the process whereby improvements in the transportation system intended to alleviate congestion and delay result in additional demand for the transportation segment, offsetting some of the improvement's potential benefits. For instance, when a congested roadway is expanded from 2 to 3 lanes, some drivers will recognize the increased capacity and take this roadway though they had not done so previously.

Infill development Refers to the development or redevelopment of vacant, bypassed or under-utilized lands in an area that is largely developed. An alternative to development that occurs outside existing urban areas.

Intelligent transportation systems Refers to advanced communications technologies that are integrated with transportation infrastructure and vehicles to address transportation problems and enhance the movement of people and goods. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid accidents) and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway to identify congestion, crashes or unsafe driving conditions).

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. The program has since been renamed the Clean Fuels Program. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO₂), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Mixed-use development Refers to portions of urban areas where commercial (e.g., retail, office, entertainment) and non-commercial uses (such as residential space), are located near one another. Different uses may be mixed vertically (e.g., housing above retail) or horizontally (e.g., housing within walking distance of retail). Mixed-use development reduces demand for motorized transportation by locating common destinations near residences where transit, pedestrian and bicycle access is convenient.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. OSTI is the result of several bills passed by the Oregon Legislature designed to help Oregon meet its 2050 goal of reducing greenhouse gas emissions by 75 percent below 1990 levels. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to www.oregon.gov/odot/td/osti

Parking cash-out program Refers to programs intended to reduce vehicle trips and increase the use of alternative travel modes by offering employees monetary incentives for relinquishing their parking space. Also referred to as an employer buy-back program.

Parking management Strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. Examples include developing an inventory of parking supply and usage, reduced parking

requirements, shared and unbundled parking, parking-cash-out, priced parking, bicycle parking and providing information on parking space availability. For more information go to www.vtpi.org/park_man.pdf

Pay-as-you-drive insurance (PAYD) A method of insuring vehicles in which premiums are based in large part on the vehicle miles traveled within a given period of time. PAYD is also sometimes referred to as distance-based, usage-based, or mileage-based insurance. This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Peer-to-peer carsharing A car sharing program where the vehicle fleet is composed of privately owned vehicles that are available to rent to others at rates set by the car owners.

Ramp meter A traffic signal used to regulate the flow of vehicles entering the freeway. Ramp meters smooth the merging process resulting in increased freeway speeds and reduced crashes. Ramp meters are automatically adjusted based on traffic conditions.

Scenario A term used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Social costs In the context of the Climate Smart Communities Strategy, social costs refer to the unintended consequences of transportation, such as carbon emissions that contribute to climate change, air pollution that causes health and environmental problems, energy security costs associated with importing fossil fuels from foreign nations, and other such impacts.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: www.oregon.gov/ODOT/TD/OSTI/STS.shtml.

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

Traffic incident management Planned and coordinated processes followed by state and local agencies to detect, respond to, and remove traffic incidents as quickly and safely in order to keep highways flowing efficiently.

Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

Travel (or transportation) demand management (TDM) The application of techniques that affect when, how, where, and how much people travel, done in a purposeful manner by government or other organizations. TDM techniques include education, policies, regulations, and other combinations of incentives and disincentives, and are intended to reduce drive alone vehicle trips on the transportation network.

TripCheck An Oregon Department of Transportation website⁷³ that displays real-time data regarding road conditions, weather conditions, camera images, delays due to congestion and construction, and other advisories. Additionally, TripCheck provides travelers with information about travel services such as food, lodging, attractions, public transportation options, scenic byways, weather forecasts, etc. This information is also available through the 511 travel information phone line.

Unbundled parking A policy tool to encourage or require that residential or commercial parking be rented or sold separately, rather than automatically included with building space. Separate pricing can help reduce demand for parking as well as the combined housing/transportation costs for residents or business owners since occupants only pay for the parking they need. Unbundling can be done in several ways:

- Parking can be bought or rented separately when the apartment, condo, or office space is bought or leased.
- Renters can be offered a discount on their rent for not using parking spaces.
- Parking costs can be listed as a separate line item in lease agreements to show tenants the cost and enable them to negotiate reductions.
- Unbundling can be encouraged informally by creating a market for available parking spaces - building managers can keep a list of tenants or owners with excess spaces available for rent.

U.S. Conference of Mayors Climate Protection Agreement An agreement where supporting mayors pledge to reduce greenhouse gas emissions by 7 percent below 1990 levels by 2012. On February 16, 2005 the Kyoto Protocol, the international agreement to address climate change, became law for the countries that have ratified it. On that day, Seattle Mayor Greg Nickels launched this initiative to advance the goals of the Kyoto Protocol through leadership and action by U.S. cities. By the 2005 U.S. Conference of Mayors Annual Meeting in June, 141 mayors had signed the Agreement – the same number of nations that ratified the Kyoto Protocol.

Since 2005, more than 1,000 mayors across all 50 states and Puerto Rico had signed on. Under the Agreement, participating cities commit to take following three actions:

- Strive to meet or beat the Kyoto Protocol targets in their own communities, through actions ranging from land-use and transportation policies to urban forest restoration projects to public information campaigns;
- Urge their state governments, and the federal government, to enact policies and programs to

meet or beat the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol 7% reduction from 1990 levels by 2012; and

- Urge the U.S. Congress to pass the bipartisan greenhouse gas reduction legislation, which would establish a national emission trading.

For more information go to [www. http://usmayors.org](http://usmayors.org)

Vehicle-to-vehicle communication technology Wireless technology that allows for the transfer of information between vehicles. One major goal behind this research is to improve roadway safety. The Research and Innovative Technology Administration of the U.S. Department of Transportation (DOT) is currently investigating many potential benefits of this new technology.

Vision Zero Strategy An action plan for eliminating traffic fatalities and serious injury crashes for all modes of travel. The action plan typically includes a combination of enforcement, improved engineering, operations, design and emergency response, public education campaigns that identify dangerous or unsafe behavior on roads and streets to improve safety, and performance monitoring to track progress. The Vision Zero Strategy adopted for the city of New York can be found at: www.nyc.gov/html/visionzero/pdf/nyc-vision-zero-action-plan.pdf.

West Coast Green Highway An initiative to advance the adoption and use of electric and alternative-fuel vehicles along the I-5 corridor in Washington, Oregon, and California. For more information go to www.westcoastgreenhighway.com

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Draft Performance Monitoring Approach

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance 14-1346B*

November 17, 2014

**MAKING A
GREAT
PLACE**



About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/climatescenarios

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Bob Stacey, District 6

Auditor

Suzanne Flynn

**Exhibit D to Ordinance No. 14-1346B
RECOMMENDED DRAFT**

November 17, 2014



PERFORMANCE MONITORING APPROACH

OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the Climate Smart Communities Strategy adopted by the Metro Council. The purpose of performance measures and targets is to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving the expected outcomes.

The performance measures identified for monitoring reflect a combination of existing and new performance measures, most of which are drawn from the Regional Transportation Plan and the Urban Growth Report to track existing land use and transportation policies. To monitor implementation of the strategy, Metro will use observed data sources and existing regional performance monitoring and reporting processes to the extent possible, including federally-required updates to the Regional Transportation Plan, updates to the Urban Growth Report, and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported. These and other performance measures are reflected in Chapter 7 of the Regional Framework Plan.

NOTE: The 2035 targets reflect the planning assumptions used to evaluate the Climate Smart Communities Strategy. The measures and targets will be incorporated into the Regional Transportation Plan as part of the next federally-required update and may be further refined to address new information, such as MAP-21 performance-based planning provisions and recommendations from Metro’s Equity Strategy.

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. Share of households living in walkable, mixed-use areas ¹ (new)	a. 26%	a. 37%
	b. New residential units built through infill and redevelopment in the urban growth boundary (UGB) ² (existing)	b. 58% (average for 2007-12)	b. 65%
	c. New residential units built on vacant land in the UGB ³ (existing)	c. 42% (average for 2007-12)	c. 35%
	d. Acres of urban reserves added to the UGB ⁴ (existing)	d. 0	d. 12,000
	e. Daily vehicle miles traveled per capita ⁵ (existing)	e. 19	e. 17

**Exhibit D to Ordinance No. 14-1346B
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POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
2. Make transit convenient, frequent, accessible and affordable	a. Daily transit service revenue hours <i>(new)</i>	a. 4,900	a. 9,400
	b. Share of households within ¼-mile all day frequent transit <i>(new)</i>	b. 30%	b. 37%
	c. Share of low-income households within ¼-mile of all day frequent transit <i>(new)</i>	c. 39%	c. 49%
	d. Share of employment within ¼-mile of all day frequent transit <i>(new)</i>	d. 41%	d. 52%
	e. Transit fares <i>(new)</i>	e. Adult = TBA Youth = TBA Honored citizen = TBA Day pass = TBA Monthly pass = TBA Annual pass = TBA SMART = \$0	e. Trend equal to or less than inflation
3. Make biking and walking safe and convenient	a. Daily trips made by bicycling and walking ⁶ <i>(existing)</i>	a. 505,000 walk trips and 179,000 bicycle trips	a. 768,000 walk trips and 280,000 bicycle trips
	b. Per capita miles of bicycle and pedestrian travel per week ⁷	b. 1.3 miles walked 2.1 miles bicycled	b. 1.8 miles walked 3.4 miles bicycled
	c. Bicycle and pedestrian fatal and severe injury crashes ⁸ <i>(existing)</i>	c. 63 fatal or severe injury pedestrian crashes 35 fatal or severe injury bicycle crashes	c. 32 fatal or severe injury pedestrian crashes 17 fatal or severe injury bicycle crashes
	d. New miles of bikeways, sidewalks and trails ⁹ <i>(existing)</i>	d. <i>Data not available</i>	d. 663 miles
4. Make streets and highways safe, reliable and connected	a. Motor vehicle, bike and pedestrian fatal and severe injury crashes ¹⁰ <i>(existing)</i>	a. 398 fatal or severe injury motor vehicle crashes	a. 199 fatal or severe injury motor vehicle crashes
		63 fatal or severe injury pedestrian crashes	32 fatal or severe injury pedestrian crashes
		35 fatal or severe injury bicycle crashes	17 fatal or severe injury bicycle crashes

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POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
	b. Change in travel time in regional mobility corridors (<i>existing</i>)	b. <i>A baseline for this measure will be developed in the 2018 RTP update.</i>	b. <i>A target for this measure will be developed in the 2018 RTP update.</i>
	c. Share of freeway lane blocking crashes cleared within 90 minutes (<i>new</i>)	c. <i>Data under development with ODOT staff</i>	c. 100% ¹¹
5. Use technology to actively manage the transportation system	a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies (<i>new</i>)	<i>A baseline and methodology for tracking progress will be developed in 2018 RTP update.</i>	
6. Provide information and incentives to expand the use of travel options	a. Share of households participating in individualized marketing programs (<i>existing</i>)	a. 9%	a. 45%
	b. Share of the workforce participating in commuter programs (<i>existing</i>)	b. 20%	b. 30%
7. Manage parking to make efficient use of vehicle parking and land dedicated to parking	a. Parking measure TBD in 2018 RTP update (<i>new</i>)	<i>A measure and methodology for tracking progress will be developed in 2018 RTP update.</i>	
8. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) ¹² (<i>new</i>)	<u>EV/PHEV</u> a. 1%/0% (auto) 1%/0%(light truck)	<u>EV/PHEV</u> a. 23%/8% (auto) 20%/2% (light truck)
	b. Share of households using pay-as-you-drive private vehicle insurance ¹³ (<i>new</i>)	b. >1%	b. 40%
9. Secure adequate funding for transportation	a. Address local, regional and state transportation	<i>A baseline and methodology for tracking progress will be developed in 2018 RTP update.</i>	

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POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
investments	funding gap (<i>new</i>)		
10. Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles (<i>new</i>)	a. 4.05 MTCO ₂ e ¹⁴	a. 1.2 MTCO ₂ e ¹⁵

TABLE NOTES

- ¹ Data is an estimate from the metropolitan GreenSTEP model.
- ² Data is compiled and reported by Metro every two years in response to Oregon Revised Statutes ORS 197.301 and ORS 197.296. The target reflects MetroScope results assumed in the regionally-coordinated 2035 Growth Distribution adopted by the Metro Council on Nov. 29, 2012. The adopted 2035 growth distribution reflects locally adopted comprehensive plans and zoning and served as the basis for the population, housing, and employment growth assumptions used in the analysis. The target reflects the MetroScope output for 2035.
- ³ Ibid.
- ⁴ Ibid.
- ⁵ Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.
- ⁶ Data is an estimate from the regional travel demand model and does not include walk trips to transit. The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.
- ⁷ Data from Oregon Health Authority Climate Smart Strategy Health Impact Assessment.
- ⁸ Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes for all modes by 50 percent compared to the 2007-2011 period.
- ⁹ The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.
- ¹⁰ See note 8.
- ¹¹ The measure and target reflect an ODOT performance goal.
- ¹² The Oregon Department of Motor Vehicles will track this data through vehicle registration records.
- ¹³ The target is less aggressive than the Statewide Transportation Strategy, which assumed nearly all Oregon households would have pay-as-you-drive insurance by 2035.
- ¹⁴ Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.
- ¹⁵ The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.

**Exhibit D to Ordinance No. 14-1346B
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November 17, 2014



~~DRAFT CLIMATE SMART STRATEGY~~

~~DRAFT PERFORMANCE MONITORING APPROACH~~

~~**BACKGROUND** | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified an approach that meets the target while also substantially contributing to many other state, regional and local goals, including clean air and water, transportation choices, healthy and vibrant communities and a strong economy.~~

OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach Climate Smart Communities Strategy selected adopted by the Metro Council. The purpose of performance measures and targets is to enable Metro and local governments to monitor and assess whether key elements or actions that make up the preferred approach strategy are being implemented, and whether the preferred approach strategy is achieving the expected outcomes.

The performance measures identified for monitoring reflect a combination of existing and new performance measures, most of which are drawn from the Regional Transportation Plan and the Urban Growth Report to track existing land use and transportation policies. To monitor implementation of the strategy,

~~**PERFORMANCE MONITORING AND REPORTING APPROACH** | Metro will use~~ observed data sources and ~~rely on~~ existing regional performance monitoring and reporting processes to the extent possible, including ~~future~~ federally-required updates to the Regional Transportation Plan, updates to the updates, Urban Growth Report, ~~updates~~ and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported. These and other performance measures are reflected in Chapter 7 of the Regional Framework Plan.

NOTE: The 2035 targets reflect the planning assumptions used to evaluate the Climate Smart Communities Strategy. The measures and targets will be incorporated into the Regional Transportation Plan as part of the next federally-required update and may be further refined to address new information, such as MAP-21 performance-based planning provisions and recommendations from Metro’s Equity Strategy.

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. <u>Share of households living in walkable, mixed-use areas¹ (new)</u>	a. <u>26%</u>	a. <u>37%</u>
	a-b. <u>New residential units built through infill</u>	b. <u>58%</u> a. <u>(average for 2007-12)</u>	a-b. <u>Track; no target proposed</u> <u>65%</u>

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POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
	and redevelopment in the urban growth boundary (UGB) ² (existing)		
	b-c. New residential units built on vacant land in the UGB ³ (existing)	c. <u>42%</u> b- (average for 2007-12)	c. Track; no target proposed <u>35%</u>
	e-d. Acres of urban reserves added to the UGB ⁴ (existing)	d. <u>0</u>	d. Track; no target proposed <u>12,000</u>
	d-e. Daily vehicle miles traveled per capita ⁵ (existing)	e-e. <u>19</u>	b- e-e. <u>17</u>
2. Make transit convenient, frequent, accessible and affordable	a. Daily transit service revenue hours (new)	a. 4,900	a. 9,400
	b. Share of households within ¼-mile <u>all day frequent bus service and ½-mile of high capacity transit (existing/new)</u>	b. Data being finalized <u>30%</u> c. <u>39%</u>	b. Track; no target proposed <u>37%</u>
	c. <u>Share of low-income households within ¼-mile of all day frequent transit (new)</u>		c. <u>49%</u>
	d. <u>Share of employment within ¼-mile of all day frequent transit (new)</u>	d. <u>41%</u> d-	d. <u>52%</u>
	e. <u>Transit fares (new)</u>	e. <u>Adult = TBA</u> <u>Youth = TBA</u> <u>Honored citizen = TBA</u> <u>Day pass = TBA</u> <u>Monthly pass = TBA</u> <u>Annual pass = TBA</u> e- <u>SMART = \$0</u>	d-e. <u>Trend equal to or less than inflation</u>
3. Make biking and walking safe and convenient	a. Share of d Daily trips made by <u>biking bicycling</u> and walking ⁶ (existing)	a. Data being finalized <u>505,000 walk trips and 179,000 bicycle trips</u>	a. Data being finalized <u>768,000 walk trips and 280,000 bicycle trips</u>
	b. <u>Per capita Daily</u> miles of bicycle and pedestrian travel <u>per</u>	b. <u>1.3 miles walked</u> a- <u>2.1 miles bicycled</u> <u>A methodology for</u>	b. Track; no target

**Exhibit D to Ordinance No. 14-1346B
RECOMMENDED DRAFT**

November 17, 2014

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
	<u>week</u> ⁷	establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update	proposed 1.8 miles walked b. <u>3.4 miles bicycled</u>
	c. <u>Bicycl</u> ke and pedestrian fatal and severe injury crashes ⁸ (existing)	b.c. <u>63 fatal or severe injury pedestrian crashes</u> <u>35 fatal or severe injury bicycl</u> ke crashes	c. <u>32 fatal or severe injury pedestrian crashes</u> <u>17 fatal or severe injury bicycl</u> ke crashes
	d. New miles of bikeways, sidewalks and trails ⁹ (existing)	e.d. <u>Data being finalized</u> not available	d. Track; no target <u>proposed 663 miles</u>
4. Make streets and highways safe, reliable and connected	a. <u>Motor vehicle, bike and pedestrian</u> fatal and severe injury crashes ¹⁰ (existing)	a. <u>398 fatal or severe injury motor vehicle crashes</u> <u>63 fatal or severe injury pedestrian crashes</u> <u>35 fatal or severe injury bicycle crashes</u>	a. <u>199 fatal or severe injury motor vehicle crashes</u> <u>32 fatal or severe injury pedestrian crashes</u> <u>17 fatal or severe injury bicycle crashes</u>
	a. b. <u>Change in Reliability</u> measure <u>travel time in regional mobility corridors</u> (existing new)	b. <u>A methodology for establishing a baseline for this measure and tracking progress for will be developed in 2018 RTP update</u> <u>A baseline for this measure will be developed in the 2018 RTP update.</u>	b. <u>A target for this measure will be developed in the 2018 RTP update.</u>
	b.c. <u>Share of freeway lane blocking crashes cleared within 90 minutes</u> (new)	b.c. <u>Data under development with ODOT staff</u>	a.c. <u>100%</u> ¹¹
5. Use technology to actively manage the transportation system	a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies (new)	A methodology for establishing a <u>baseline for this measure</u> and <u>methodology for tracking progress will be developed in 2018 RTP update.</u>	
6. Provide	a. Share of households	a. 9%	a. 45%

**Exhibit D to Ordinance No. 14-1346B
RECOMMENDED DRAFT**

November 17, 2014

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
information and incentives to expand the use of travel options	participating in individualized marketing programs <i>(existing)</i> b. Share of the workforce participating in commuter programs <i>(existing)</i> b.	b. 20%	b. 30%
7. Manage parking to make efficient use of vehicle parking and land and dedicated to parking spaces	a. Parking measure TBD in 2018 RTP update <i>(new)</i>	A measure and methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update.	
8. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) ¹² <i>(new)</i> b. Share of households using pay-as-you-drive private vehicle insurance ¹³ <i>(new)</i>	<u>EV/PHEV</u> a. 1%/0% (auto) 1%/0%(light truck) b. >1%	<u>EV/PHEV</u> a. 23%/8% (auto) 20%/2% (light truck) b. 40%
9. Secure adequate funding for transportation investments	a. Make progress in Addressing local, regional and state transportation funding gap <i>(new)</i>	A methodology for establishing a baseline and methodology for tracking progress will be developed in 2018 RTP update.	
10. Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles <i>(new)</i>	e.a. 4.05 MTCO ₂ e ¹⁴	a. 1.2 MTCO ₂ e ¹⁵

Exhibit D to Ordinance No. 14-1346B
RECOMMENDED DRAFT

November 17, 2014

TABLE NOTES

¹ [Data is an estimate from the metropolitan GreenSTEP model.](#)

² Data is compiled and reported by Metro every two years in response to Oregon [Revised State Statutes](#) ORS 197.301 and ORS 197.296. ~~No targets have been adopted for these measures.~~ [The target reflects MetroScope results assumed in the regionally-coordinated 2035 Growth Distribution adopted by the Metro Council on Nov. 29, 2012. The adopted 2035 growth distribution reflects locally adopted comprehensive plans and zoning and served as the basis for the population, housing, and employment growth assumptions used in the analysis. The target reflects the MetroScope output for 2035.](#)

³ Ibid.

⁴ Ibid.

⁵ Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.

⁶ [Data is an estimate from the regional travel demand model and does not include walk trips to transit.](#) The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.

⁷ [Data from Oregon Health Authority Climate Smart Strategy Health Impact Assessment.](#)

⁸ Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes [for all modes](#) by 50 percent compared to the 2007-2011 period.

⁹ The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.

¹⁰ See note [68](#).

¹¹ [The measure and target reflect an ODOT performance goal.](#)

¹² The Oregon Department of Motor Vehicles will track this data through vehicle registration records.

¹³ [The target is less aggressive than the Statewide Transportation Strategy, which assumed nearly all Oregon households would have pay-as-you-drive insurance by 2035.](#)

¹⁴ ~~A data source for this information has not been identified.~~

¹⁴ Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.

¹⁵ The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.

Exhibit D to Ordinance No. 14-1346B

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**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Summary of recommended changes

*Recommended changes in response to
comments received from Sept. 15 – Oct. 30,
2014 and during Nov. 7, 2014 MPAC/JPACT
meeting*

November 14, 2014

**MAKING A
GREAT
PLACE**



About Metro

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Staff Recommendation on Public Comments Received for TPAC and MTAC Review**Climate Smart Communities Scenarios Project****Summary of Recommended Changes**

(comments received Sept. 15 through Oct. 30, 2014 and Nov. 7 MPAC/JPACT meeting)

The public review drafts of the Climate Smart Communities Strategy (Exhibit A), Regional Framework Plan Amendments (Exhibit B), Toolbox of Possible Actions (2015-20) (Exhibit C) and Performance Monitoring Approach (Exhibit D) were released for final public review from Sept. 15 to Oct. 30, 2014. The Short List of Actions for 2015 and 2016 (Exhibit F) was developed from Exhibit C by TPAC and MTAC for consideration by MPAC, JPACT and the Metro Council.

Metro's technical and policy advisory committees discussed and identified potential refinements to the public review materials at their October and November meetings. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website and in testimony provided at a public hearing held by the Metro Council on Oct. 30, 2014.

This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in **bold underline**; deleted words are **bold crossed-out**. Wording in unbolded underline text was included in the public review drafts of each exhibit. Amendments identified below will be reflected in Exhibits A-D to Ordinance No. 14-1346B.

Comments On the Climate Smart Strategy (Exhibit A)

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
1	Climate Smart Strategy (Exhibit A)	Add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy in the document to provide broader context of the relationship of the Climate Smart Strategy to state actions.	Angus Duncan, Drive Oregon	10/2/14, 10/28/14	<i>Amend Exhibit A as requested to add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy.</i> In addition, the Toolbox of Possible Actions identifies specific actions that the state, Metro, local government and special districts are encouraged to take to support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.
2	Climate Smart Strategy (Exhibit A)	Support state efforts to transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.	Oregon Health Authority	10/7/14	
3	Climate Smart Strategy (Exhibit A)	Support active transportation and transit levels of investment, but deprioritize road widening and highways projects given the relative low greenhouse gas emissions reduction. Recommending \$20.8 billion of spending on road projects likely overstates the regions real road funding priority, which is fixing and maintaining existing roads, not building new or expanded roads and highways.	BTA and 45 community members	10/21-10/30/14	<i>No change recommended to Exhibit. See also recommendation for Comment #15 in Exhibit B comments section.</i> Comments 3 and 4 have been forward to the Regional Transportation Plan (RTP) project team. The next scheduled update to the RTP will provide the forum for reviewing the plan's investment priorities within the context of updated financial assumptions, a new growth forecast, updated ODOT, TriMet and local TSP priorities, new policy guidance from the state or federal level, and the more comprehensive set of outcomes the RTP is working to achieve.
4	Climate Smart Strategy (Exhibit A)	Prioritize expanding transit and providing travel information and incentives to reduce VMT and encourage active modes.	Oregon Health Authority	10/7/14	

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
5	Climate Smart Strategy (Exhibit A)	Rather than a blanket statement of prioritizing transit, local governments within transportation corridors needs to prioritize improvements. While transit may be a priority where there is a complete road network, in other locations completing road connections may be a prerequisite to transit. Simply stating that transit is a funding priority is too simplistic given the diversity and complexity of the region.	City of Hillsboro	10/30/14	
6	Climate Smart Strategy (Exhibit A)	Adding High Capacity Transit (HCT) in Tigard will NOT significantly reduce congestion now or in the future.	John Smith	9/19/14	<i>No change recommended to Exhibit A .</i> This comment has been forwarded to the Southwest Corridor project team for consideration in the planning process currently underway. SW Corridor Study recommendations will be incorporated in the Regional Transportation Plan.
7	Climate Smart Strategy (Exhibit A)	20% by 2035 is ridiculous too slow. We should be doing 20% by 2015. The Germans have reduced their emissions by 25%. The planet is cooking. By 2035, will we even be here? How can we speed this up? Set higher reductions.	Karen Davis	9/19/14	<i>No change recommended to Exhibit A.</i> The Climate Smart Strategy, when implemented, will result in a 29% reduction by 2035.
8	Climate Smart Strategy (Exhibit A)	Adopt and implement investments and strategies that reduce per capita VMT from 130 to less than 107 miles per week.	Oregon Health Authority	10/7/14	<i>No change needed to Exhibit A.</i> The Climate Smart Strategy as proposed is expected to achieve these VMT per capita reductions when implemented.
9	Climate Smart Strategy (Exhibit A)	Protect communities who live, work and attend school near highways and major roads through siting, design and/or mechanical systems that reduce indoor pollution.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit A.</i> <i>This comment has been forwarded to RTP project staff for consideration in the next scheduled plan update.</i> While this is an important issue that needs to be addressed, policies and best practices should be developed through other efforts such as the Regional Transportation Plan. Noise pollution is another related issue.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
10	Climate Smart Strategy (Exhibit A)	Commuter rail between Salem and Portland is needed; existing vanpools are not frequent enough and get stuck in traffic.	Mike DeBlasi	10/16/14	<i>No change recommended to Exhibit A.</i> This strategy is identified in the Toolbox of Possible Actions (Exhibit B). The 2014 RTP and Oregon Statewide Transportation Strategy (STS) includes a policy to support expanded commuter rail and intercity transit service to neighboring communities. Analysis completed in 2010 as part of the High Capacity Transit (HCT) plan showed the Portland to Salem/Keizer area as the most promising of the commuter rail corridors evaluated. Responding to House Bill 2408, ODOT and other partners are currently developing proposals to improve the speed, frequency and reliability of passenger rail service in this corridor and beyond. Improvements are anticipated in the 2017-2020 time period. More information can be found at http://www.oregonpassengerrail.org
11	Climate Smart Strategy (Exhibit A)	Find opportunities to add references on the need to prepare for and adapt to the changing climate and begin work to address climate preparation at a regional level building on the Climate Smart Communities work and other work completed by the City of Portland and Multnomah County, which can be found at: www.portlandoregon.gov/bps/64079	Urban Greenspaces Institute, Coalition for A Livable Future, Citizen's Climate Lobby	10/27/14, 10/30/14, 10/30/14	<i>Amend Exhibit A as follows:</i> Include references on the expected climate impacts in Oregon and the need for both mitigation and adaption strategies. In addition, updates to Metro's Best Practices in Street Design handbooks in 2015 and the next RTP update present opportunities to further address climate preparation as it relates to transportation infrastructure. Staff will begin scoping the work plan for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
12	Climate Smart Strategy (Exhibit A)	Assure the Climate Smart Communities Strategy provides opportunity to experiment and innovate with local or supplemental transit service, such as the GroveLink service in Forest Grove.	Clackamas County Board of Commissioners	10/22/14	<p><i>Amend Exhibit A as follows:</i></p> <p>Clarify the transit element allows for local or supplemental service such as the South Metro Area Regional Transit (SMART) district and the GroveLink service in Forest Grove to complement regional transit service.</p> <p>In this example, Ride Connection partnered with TriMet and the city of Forest Grove to operate this supplemental local service. The service need was identified through TriMet's Westside Service Enhancement Plan effort and past planning by the City of Forest Grove. TriMet will continue working with local governments, businesses and other partners to develop a SEP for other parts of the region that identify and prioritize opportunities to improve bus service as well as pedestrian and bike access to transit. SEP recommendations will be addressed as part of the next update to the RTP.</p> <p>More information about the SEPs can be found at future.trimet.org</p>
13	Climate Smart Strategy (Exhibit A)	The Climate Smart Strategy, Toolbox, Performance Monitoring and Early actions should all be aligned to prioritize investments in transit and active transportation. These investments will have the greatest greenhouse gas emissions reductions, provide multiple social, environmental and economic benefits and have strong public support.	Transportation Justice Alliance	10/30/14	<p><i>No change recommended to Exhibits A, B, C and D.</i></p> <p>While the analysis and other national research show these investments do have the greatest greenhouse gas emissions reduction potential, provide multiple benefits and have strong public support, addressing climate change is one of six desired outcomes the region is working to achieve. The six desired outcomes are: economic prosperity, vibrant communities, safe and reliable transportation, equity, clean air and water and leadership on climate change. Therefore, the strategy, toolbox, performance monitoring and early actions include a balanced approach that implements adopted local and regional plans, and provides for locally-tailored implementation approaches.</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
14	Climate Smart Strategy (Exhibit A)	Maintain an emphasis on increased highway capacity as a method of reducing greenhouse gas emissions and ensure the region has the ability to continue investing in highway capacity	Clackamas County Board of Commissioners, City of Happy Valley	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>Increasing highway capacity alone to reduce congestion (and related greenhouse gas emissions) does not have a lasting impact on reducing greenhouse gas emissions due to advancements in fleet and technology (e.g., low carbon fuels, electric and plug-in hybrid electric vehicles) and the unintended effect of inducing additional vehicle miles traveled (called latent demand). This effect was shown in the CSC results and has been well documented through national research. More information can be found at http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf and www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.</p> <p>The Climate Smart Strategy includes priority street and highway investments adopted in local plans and the Financially Constrained 2014 Regional Transportation Plan (RTP) as part of a balanced approach to support vibrant communities and economic prosperity and planned development in the region's centers, corridors and employment areas.</p>
15	Climate Smart Strategy (Exhibit A)	Funding of the strategy needs more explanation to ensure the project meets OAR 660-044-0040(2)(i) given that the strategy relies on new investments and funding sources to meet the target. It is important for the region to not over commit funding we do not have.	City of Hillsboro	10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>OAR 660-044-0040(2)(i) provides that "if the preferred scenario relies on new investments or funding sources to achieve the target," then Metro shall "evaluate the feasibility of the new investments or funding sources."</p> <p>The overall cost identified for the preferred scenario is \$24 billion over 25 years, which is \$5 billion less than the \$29 billion in funding identified in the 2014 RTP. The \$29 billion in funding identified in the 2014 RTP includes the same assumptions regarding funding sources that were adopted by JPACT and the Metro Council in 2010 for purposes of developing a funding target for the 2035 RTP. Therefore, these are not "new" funding sources, but are the same sources adopted by JPACT and the Metro Council in 2010, and again in 2014, for purposes of describing full RTP funding.</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
16	Climate Smart Strategy (Exhibit A)	<p>Concern that future funding will be directed by what supports Metro goals, not local goals</p> <p>Need a better roadmap of future funding discussions and who/how priorities will be determined if region is not able to secure funding needed to implement strategy</p> <p>Should not pursue new projects; focus on funding existing priorities</p>	<p>Mayor Tim Knapp, Cities of Clackamas County</p> <p>Dick Jones, Clackamas County Special Districts</p> <p>Jim Bernards, Clackamas County Commissioner</p>	11/7/14	<p><i>This comment was addressed in part in the staff recommendation on Comments # 3-5 in this section of Exhibit E.</i></p> <p><i>Based on the November 7 discussion, staff recommends amending Exhibit A to include a discussion on funding-related implementation</i></p>
17	Climate Smart Strategy (Exhibit A)	Remove greenhouse gas emissions reduction star ratings from document	Jim Bernards, Clackamas County Commissioner	11/7/14	<p><i>No change recommended to Exhibit A.</i></p> <p>The generalized climate benefit ratings were developed to provide qualitative information for policymakers to consider when comparing the different strategies and investments under discussion. The ODOT model used for the Climate Smart Communities analysis (and that ODOT used for their Statewide Transportation Strategy) accounts for the synergies between the policy areas and other variables, including vehicle miles traveled (VMT), fuel consumption, fleet mix, vehicle technology as well as the location of future growth.</p> <p>The GreenSTEP model cannot definitively isolate the individual effects of each strategy. For this reason, the more generalized low, medium, high star ratings are the most defensible level of detail for comparing the relative GHG reduction benefit of different policy areas and provide important context for the Climate Smart Strategy.</p> <p>It is important to note that the ratings are consistent with national and academic research that has been completed by others, including the University of California. The UC research, in particular, was developed in partnership with the California Air Resources Board to inform similar GHG planning work being conducted by each of California's MPOs and reflects the most current research on this particular topic. Policy briefs are also available at: http://arb.ca.gov/cc/sb375/policies/policies.htm</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
18	Climate Smart Strategy (Exhibit A)	Urban growth boundary assumptions (12,000 acres) included in the draft strategy seems overly large given the amount of time it has taken to make past expansions development-ready	Jeff Gudman, City of Lake Oswego	11/7/14	<p><i>No change to Exhibit A recommended.</i></p> <p>This assumption was included in the 2035 growth distribution adopted by the Metro Council in 2012 by Ordinance No. 12-1292A and was used for purposes of analysis to serve as the land use assumptions to reflect “adopted local and regional land use plans.”</p> <p>A footnote at the bottom of Page 10 of the staff report states “The adopted 2035 growth distribution reflects locally adopted comprehensive plans and zoning as of 2010 and assumes an estimated 12,000 acres of urban growth boundary expansion by 2035. Metro’s assumption about UGB expansion is not intended as a land use decision authorizing an amendment through this ordinance. Instead, the assumption about UGB expansion is included for purposes of analysis to assure that UGB expansion – if subsequently adopted by Metro and approved by LCDC – would be consistent with regional efforts to reduce greenhouse gas emissions. Review of any UGB expansion will occur through the UGB Amendment process provided for by ORS 197.626(a) and OAR Chapter 660, Division 24.</p>
19	Climate Smart Strategy (Exhibit A)	Strategy lacks commitment to addressing congestion and funding road projects as part of the region’s greenhouse gas emissions reduction strategy	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>This is addressed in part in the staff recommendation on Comment #14 in this section of Exhibit E. Additional context on the region’s approach to managing congestion is provided below in response to November 7 discussion.</i></p> <p>Nearly 15 years ago the region conducted significant analysis that resulted in an update to the region’s congestion policy as part of the 2000 Regional Transportation Plan update. After significant and lengthy policy discussions between MPAC and JPACT, the region agreed to a comprehensive, multi-prong approach to managing congestion that is still in place today. The approach includes all of the policies, investments and strategies recommended in the Climate Smart Strategy, including strategically adding capacity to the region’s arterial streets and highways.</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					<p>The region's congestion policy recognized, among other things, that the cost to try to eliminate congestion was more than the public is willing to pay for and that the impacts on communities and the environment were beyond what was deemed acceptable.</p> <p>There continues to be strong support for the mobility policy adopted at that time and it has since been adopted in state plans and policies. The region continues to focus on using ITS and other technologies to better manage roads for reliability, better street connectivity, building freeway overcrossings to improve community circulation, strategically addressing bottlenecks and expanding capacity to streets and highways, expanding transit, improving multi-modal safety and completing the region's bicycle and pedestrian networks. All of these types of investments are recommended as part of the Climate Smart Strategy, including nearly \$21 billion to maintain and expand the existing arterial street and highway network, \$12.4 billion for transit capital and service enhancements, \$2 billion for active transportation and \$400 million for system and demand management programs and investments to make the most of the existing transportation system.</p>
20	Climate Smart Strategy (Exhibit A)	Add implementing local transportation system plans to toolbox and strategy	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>Amend toolbox(Exhibit B) as requested and amend Exhibit A to more clearly describe that local transportation system plans (and local land use plans) are components of the Climate Smart Strategy.</i></p> <p><i>See also recommendation on Comment #63 in the Exhibit C section.</i></p>

End of comments and recommended changes to Exhibit A

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Regional Framework Plan Amendments (Exhibit B)					
1	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read " Incent and encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets."	Mayor Neeley, MPAC member	10/22/14	<i>Amend as requested.</i>
2	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read "Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian- and bicycle -friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
3	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(ii) - revise to read "Makes bicycling and walking the most convenient and safe and enjoyable transportation choice for short trips , encourages transit use and reduces auto dependence and related greenhouse gas emissions " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
4	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, and walkways, bikeways and other recreation and cultural areas and public facilities" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
5	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, schools , and walkways, and other recreation and cultural areas and public facilities" to acknowledge the importance of providing access to schools.	Ruth Adkins, MPAC member	10/22/14	<i>Amend as requested.</i>
6	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 6th bullet to read, "Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, elderly , seniors and disabled people with disabilities and low incomes ." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
7	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 10th bullet to read, "Make walking and bicycling the most safe and convenient, safe and enjoyable transportation choices for short trips ." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
8	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 11th bullet to read, "Limit dependence on any single mode of driving alone travel and increase ing the use of transit, bicycling, walking, carpooling and vanpooling." to provide more clarity.	Metro staff	10/22/14	Amend as requested.
9	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 4, revise objective 2.1 to read, "Provide for reliable and efficient multi-modal <u>local</u> , regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities." to recognize importance of local travel and accessibility.	Metro staff	10/22/14	Amend as requested.
10	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 5, revise objective 3.3 to read, "Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low incomes, children youth, elders older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
11	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete last bullet on demonstrating leadership on climate change given it is repetitive with the goal statement.	MTAC	10/15/14	Amend as requested.
12	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete reference to "regional plans and functional plans adopted by the Metro Council for local governments" because this is already defined in Chapter 8 (Implementation) of the RFP.	MTAC	10/15/14	Amend as requested.
13	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, • Page 8, Objective 11.1 - Add reference to alternative fuel vehicles and fueling stations as part of supporting Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicle technologies.	MTAC	10/15/14	Amend as requested.
14	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Revise sub-bullet listed under 3rd bullet to read "Making biking bicycling and walking the safesafest, most and convenient and enjoyable <u>transportation choice for short trips and for all ages and abilities by completing gaps and addressing deficiencies in the region's pedestrian and bicycle networks-of sidewalks and bike paths that connect people to their jobs, schools and other destinations;</u> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
15	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.2 - Policy language should be more direct and aspirational about linkages between the policies that reduce greenhouse gas emissions and Metro funding, such as the Community Development Grant Program and Regional Flexible Fund Allocation (RFFA) process. Use GHG emissions reduction as a filter for awarding funding to demonstrate leadership on climate change.	Community leaders meeting, MTAC, 1000 Friends of Oregon	10/1/14, 10/15/14, 10/22/14	<p><i>No change to Exhibit B recommended. This comment has been forwarded to the Metro staff responsible for the Community Development Grant Program (CDPG) and Regional Flexible Fund Allocation (RFFA) processes.</i></p> <p>Chapter 8 of the Framework Plan provides language linking policies and funding. Specifically Section 8.2.1 states that "In formulating the Regional Funding and Fiscal Policies, the following should be considered: (a) General regional funding and fiscal policies which support implementation of this Plan and related functional plans including but not limited to a policy requiring Metro, in approving or commenting on the expenditure of regional, state, and federal monies in the metropolitan area, to give priority to programs, projects and expenditures that support implementation if this Plan and related functional plans unless there are compelling reasons to do otherwise."</p> <p>Additionally, the Metropolitan Transportation Improvement Program 2015-18 Report states "Efforts currently being undertaken at the federal level and in the... region will become policy frameworks to provide direction for future cycles of the MTIP." Climate Smart Communities is identified as one of the policy frameworks and "The development of the next MTIP cycle will incorporate recommended strategies from the Climate Smart Communities project."</p> <p>JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next CBDG cycle and RFFA cycle (and policy update) will begin in 2015.</p>
16	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.2 – delete bullet with reference to the Oregon Modeling Steering Committee because this seems to be unnecessary detail for a policy document.	MTAC	10/15/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
17	Regional Framework Plan Amendments (Exhibit B)	<p>Chapter 2, Page 9, Objective 11.3 – add reference to Toolbox of Possible Actions in policy statement and delete sub-bullets listing examples of possible actions because the actions are voluntary and could appear to be defacto priorities or criteria for funding eligibility. In addition, the level of policy detail for Goal 11 is much greater than other Chapter 2 goals and objectives.</p> <p>Add language to the Regional Framework Plan amendments to more clearly articulate the ability to "locally tailor" implementation tools identified in the Toolbox of Possible Actions.</p>	<p>MTAC members, Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley</p>	<p>10/15/14, 10/22/14, 10/30/14, 10/30/14</p>	<p>See comment 18 and comment 19 in this section for recommended changes.</p> <p>For context, Chapter 2 of the Framework Plan reflects the goals and objectives included in Chapter 2 of the Regional Transportation Plan exactly, which provides less policy detail than other Framework Plan chapters. The 2018 RTP update presents an opportunity to update Chapter 2 of the Framework Plan to better match the level of policy detail contained in the other Framework Plan chapters.</p> <p>In addition, unless the Regional Framework Plan specifies that Metro require local governments to take a particular action, the RFP only directs Metro actions.</p>
18	Regional Framework Plan Amendments (Exhibit B)	<p>Chapter 2, Page 9, Objective 11.3 – add reference to safe routes to school programs to list of possible actions.</p>	<p>Ruth Adkins, MPAC member</p>	<p>10/22/14</p>	<p>Amend as requested. See recommendation on Comment #21 in this section.</p>
19	Regional Framework Plan Amendments (Exhibit B)	<p>Chapter 2, Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, "<u>Encourage local, state and federal governments and special districts to take actions recommended in the Toolbox of Possible Actions regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as...</u>"</p>	<p>MPAC members</p>	<p>10/22/14</p>	<p>Amend to read as follows:</p> <p>"Objective 11.10 Partner actions Encourage local, state and federal governments and special districts to consider implementing actions recommended in the <i>Toolbox of Possible Actions</i> in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:</p> <ul style="list-style-type: none"> i. implement plans and zoning that focus higher density, mixed-use zoning and development near transit. ii. complete gaps in pedestrian and bicycle access to transit. iii. implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance. iv. adopt "complete streets" policies and designs to support all users. v. integrate multi-modal designs in road improvement and maintenance projects to support all users. vi. implement safe routes to school and transit programs. vii. prepare community inventory of public parking spaces and usage. viii. develop and implement local climate action plans."

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
20	Regional Framework Plan Amendments (Exhibit B)	Chapter 7 (Management), page 8, to incorporate performance measures recommended to be tracked every two years as part of required reporting that responds to ORS 197.301. OAR 660-044-0040 requires that the preferred scenario include performance measures. The preferred scenario is to be adopted as part of the Regional Framework Plan, and, as a result, performance measures also need to be "adopted" as part of the Regional Framework Plan.	Metro staff in consultation with DLCDC staff	10/23/14	<p><i>Amend as requested. See recommendation on comment #21 on Exhibit B in this section.</i></p> <p>Performance measures recommended to be added to Section 7.8.4 are: vehicle miles traveled; motor vehicles, pedestrian and bicycle fatalities and serious injury crashes; transit revenue hours; transit ridership; access to transit; travel time reliability; and air quality. Other performance measures, including greenhouse gas emissions, are recommended to be reported as part of federally-required updates to the Regional Transportation Plan.</p>
21	Regional Framework Plan Amendments (Exhibit B)	Delete Objective 11.4 in Exhibit B and add to Chapter 7 (Management), Page 8, to add new objective that reads <u>"Monitor the following performance measures for Chapter 1 and 2 of this Plan as part of scheduled updates to the Regional Transportation Plan: (a) light duty vehicle greenhouse gas emissions; (b) household transportation/housing cost burden; (c) registered light duty vehicles by fuel/energy source; (d) workforce participation in commuter programs; (e) household participation in individualized marketing programs; (f) bike and pedestrian travel; (g) bikeways, sidewalks and trails completed.</u>	Metro staff in consultation with DLCDC staff	10/23/14	<p><i>Amend as requested. In addition amend policy 7.8.6 to read as follows:</i></p> <p>7.8.6 Take corrective actions if anticipated progress is found to be lacking or if Metro goal and policies need adjustment. in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained.</p> <p>Measures not currently monitored as part of federally-required RTP updates will be incorporated into the plan as part of the next scheduled update (due in 2018) in coordination with other performance measure updates needed to address federal MAP-21 requirements related to performance-based long-range transportation planning. In addition, this is a more appropriate location to direct monitoring and reporting on the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
22	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 - require, rather than encourage, climate responsive actions listed.	Oregon American Planning Association	10/29/14	<i>No change recommended to Exhibit B.</i> Existing Metro functional plans, first adopted in 1996, already identify land use and transportation actions that local governments must implement that will help implement the Climate Smart Strategy. As noted, implementation of the Toolbox of Possible Actions does not mandate adoption of any particular policy or action and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target. Implementation actions in the toolbox are encouraged and allow local flexibility in how, when and where different actions may be applied, recognizing that some tools and actions may work better in some locations than others.
23	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, larger issues of community design and jobs/housing balance appear unaddressed in the Regional Framework Plan. Opportunities for housing near job rich locations is important to reduce commute distances and demand on the region's roadways.	City of Wilsonville	10/30/14	<i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i> "iv) Reinforces nodal, mixed-use, neighborhood-oriented <u>community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social and cultural activities.</u> "
24	Regional Framework Plan Amendments (Exhibit B)	Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows: Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <u>and frequent transit service.</u> "	Staff recommendation on Comment #4 in Exhibit C section	10/30/14	<i>Amend as recommended.</i>
25	Regional Framework Plan Amendments (Exhibit B)	Too much detail included in the Chapter 2 Regional Framework Plan amendments, compared to existing goals and objectives Strike all toolbox related bullets listed in Chapter 2, Policy 11.3	Susie Lahsene, Port of Portland Paul Savas, Clackamas County Commissioner	11/7/14	<i>This is addressed in part in the staff recommendation on Comment #17-19 and 21 in this section of Exhibit E.</i> <i>Based on further consideration of MPAC and JPACT's Nov. 7 discussion, staff is prepared additional amendments to Chapter 2 (Transportation) of the Regional Framework Plan to list the key strategies of the Climate Smart Strategy, and possible Metro actions and partner actions as objectives. The changes are reflected in the updated Exhibit B (dated 11/14/14)</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
26	Regional Framework Plan Amendments (Exhibit B)	Policy language not strong enough on influence of land use on transportation and importance of jobs/housing balance as a greenhouse gas emissions reduction strategy	Mayor Tim Knapp, Cities of Clackamas County Mayor Doug Neeley, City of Oregon City	11/7/14	<i>This is addressed in part in the staff recommendation on Comment #23 in this section of Exhibit E as follows:</i> <i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i> "iv) Reinforces nodal, mixed-use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social and cultural activities. " In addition, other Framework Plan policies currently address jobs/housing balance, including Chapter 1, Policy 1.4.2, that were not included in the public review document: "Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land."
27	Regional Framework Plan Amendments (Exhibit B)	Language needs to call out incentivizing the kind of development needed to support implementation	Mayor Doug Neeley, City of Oregon City	11/7/14	<i>This is addressed in the recommendation on Comment #1 on in this section of Exhibit E.</i>
28	Regional Framework Plan Amendments (Exhibit B)	Amend Policy 1.7.5(a) and (d) of Chapter 1 of the Regional Framework Plan to reflect that planning for new urban areas can also help further the region's efforts in reducing greenhouse gas emissions: "a. Help achieve livable communities and reduce greenhouse gas emissions. " "d. Determine the general urban land uses, key local and regional multi-modal transportation facilities and prospective components of the regional system of parks, natural areas..."	Metro staff	11/14/14	<i>Amend as requested. See recommendation on Comment #58 in the Exhibit C section of this document.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
29	Regional Framework Plan Amendments (Exhibit B)		Metro staff	11/14/14	<p>Amend page 1 of Chapter 1 and Chapter 2 of the Regional Framework Plan to add the following sentence:</p> <p><u>"The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles."</u></p> <p>This change further clarifies that the existing (and amended) policies in this Plan are a key part of the region's strategy for meeting OAR 660-044.</p>

End of comments and recommended changes to Exhibit B

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Toolbox of Possible Actions (Exhibit C)					
1	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans, under Metro actions, add an action that calls out that 2018 RTP update will be a tool to implement the Climate Smart Strategy.	1000 Friends of Oregon	10/22/14	<i>Amend as requested.</i> This is also called out in the legislation adopting the Climate Smart Strategy.
2	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, revise language "Restore local control of housing policies and programs" to ensure that it's about achieving housing affordability, not just restoring local control. Be explicit about need for removal of statewide ban on inclusionary zoning.	Community leaders meeting, Oregon Environmental Council, 1000 Friends of Oregon, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend toolbox actions as follows:</i> "Restore local control of housing policies and programs to ensure local communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit." This change will be reflected in Metro, local government and special district actions. In addition, Policy 1.3.5 in Chapter 1 of the Regional Framework Plan encourages local governments to consider a range of tools and strategies to achieve affordable housing goals, including a voluntary inclusionary zoning policy.
3	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, too broad of a spectrum of policies have been identified in some toolbox actions. The Climate Smart Strategy should not be used as a cure all for any perceived shortcomings in the land use regulatory system - for example connection to brownfield redevelopment and removal of statewide ban on inclusionary zoning.	City of Hillsboro	10/30/14	<i>No change to Exhibit C recommended.</i> Chapter 1 of Regional Framework Plan (Policy 1.3) includes these types of policies as ways to support implementing the 2040 Growth Concept - a key component of the Climate Smart Strategy. The toolbox actions identified are intended to support these existing policies and addresses implementation issues that have been consistently raised by community stakeholders throughout the Climate Smart Communities effort.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
4	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to leverage Metro and the region's public investments to maintain and create affordable housing in transit-served areas.	1000 Friends of Oregon	10/22/14	Amend toolbox as follows: " <u>Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service.</u> " Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows: Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <u>and frequent transit service.</u> In addition, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to further address through that work. Recommendations from these efforts may lead to Regional Framework Plan additional amendments and will be addressed in the next federally-required RTP update.
5	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to support increased funding for affordable housing, particularly along frequent transit lines.	Coalition for a Livable Future, Transportation Justice Alliance	10/30/14, 10/30/14	Amend as follows: " <u>Support increased funding for affordable housing, particularly along corridors with frequent transit service.</u> "
6	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action " <u>Ensure major investments in transit and other community development projects are accompanied with policies that protect against economic displacement of lower-income residents.</u> "	1000 Friends of Oregon	10/22/14	<i>No change to Exhibit C recommended. See also recommendation on Comment #11 in this section.</i> While this would address a significant implementation issue raised during the Climate Smart Communities effort, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to address. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be further addressed in the next federally-required RTP update.
7	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to implement the 2040 Growth Concept's Climate Smart Strategies in the 2018 RTP.	Safe Routes to School National Partnership	10/28/14	<i>Amend as requested as follows:</i> Add a new action that reads " <u>Implement the Climate Smart Communities Strategy in the 2018 RTP.</u> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
8	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to provide guidance to cities and counties on location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C.</i> A significant amount of best practices and other guidance is available related to the location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods, such as Metro's Community Investment Toolkit series, publications prepared by Oregon's Transportation Growth Management program and federal agencies. See: www.oregon.gov/LCD/TGM/Pages/publications.aspx and www.epa.gov/smartgrowth/pdf/brochure_0906.pdf for more information.
9	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, revise 2nd near-term bullet to read "Expand on-going technical assistance and grant funding to local governments, developers and others to advance implementation of local land use plans, and incorporate..."	Metro staff	10/24/14	<i>Amend as requested.</i>
10	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, revise last sub-bullet under development of TriMet SEPs to read, " Consider Use ridership demographics in service planning." This revision should be reflected in bullet under local government and special district actions.	Community leaders meeting and 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i>
11	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, move "Research and develop best practices to support equitable growth and development..." to immediate time period.	Community leaders meeting, 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i> Work is underway as part of the Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be addressed in the next federally-required RTP update.
12	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, immediate term, delete 2nd bullet " Consider local funding mechanism(s) for local and regional transit service. " This is already listed under the first action.	City of Hillsboro	10/30/14	<i>Amend as requested.</i>
13	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, add an action to implement the transit actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon, Safe Routes to School National Partnership	10/22/14, 10/28/14	<i>Amend as follows:</i> Add a new action that reads " <u>Implement the Climate Smart Communities Strategy transit investments and actions, including community and regional transit service plans, in the 2018 RTP.</u> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
14	Toolbox of Possible Actions (2015-20) (Exhibit C)	Convert school bus and transit fleets to electric and/or natural gas buses to reduce greenhouse gas emissions and youth exposure to diesel and other emissions from existing fleets.	Craig Stephens, City of Wilsonville	9/18/14, 10/30/14	<p><i>Amend page 2 of the toolbox of actions to list these as possible actions in the near-term.</i></p> <p>The state mandated greenhouse gas emissions reduction target applies to vehicle weighing 10,000 pounds or less, which includes Type A-1 buses. While most SMART and TriMet buses weigh more than 10,000 pounds, the agencies are exploring and testing alternative fuel buses to assess fueling infrastructure needs and vehicle performance, maintenance and cost-effectiveness compared to the diesel buses it currently uses.</p>
15	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add new actions: <u>"Fund reduced fare programs and service improvements for transit dependent communities such as youth, older adults, people with disabilities and low-income families, Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors."</u>	Safe Routes to School National Partnership	10/28/14	<p><i>Amend existing toolbox language as follows:</i></p> <p>"Fund reduced fare programs and service improvements for <u>transit dependent communities such as</u> youth, older adults, people with disabilities and low-income families."</p> <p>Add new special district action that reads, <u>"Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors."</u></p>
16	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add the following new actions to recognize the emissions reductions can come from electric transit vehicles or other low carbon alternative fuels: <u>"Support transit partners in seeking federal grant funds for electric buses;"</u> <u>"Seek increased state funding for electric buses;"</u> and <u>"Increased funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings."</u>	Drive Oregon, City of Wilsonville	10/28/14, 10/30/14	<p><i>Amend to add the following new actions given that some transit vehicles do weigh less than 10,000 pounds:</i></p> <p><u>"Support transit partners in seeking federal grant funds for electric and other low-carbon alternative fuel buses;"</u></p> <p><u>"Seek increased state funding for electric and other low-carbon alternative fuel buses;"</u> and</p> <p><u>"Seek increased funding flexibility to allow for greater upfront capital spending on electric and other low-carbon alternative fuel buses if those expenses are offset by operating savings."</u></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
17	Toolbox of Possible Actions (2015-20) (Exhibit C)	Pages 3 and 4, expand bullets on using green street design to not only call out planting trees to support carbon sequestration and using materials that reduce infrastructure-related heat gain. Add reference to green street designs for capturing, absorbing and cleaning stormwater and making more use of pervious, rather than impervious, surface materials. These strategies will help the region save money and adapt to the unwelcome effects of climate change.	Oregon Environmental Council, Urban Greenspaces Institute, Coalition for a Livable Future	10/15/14, 10/27/14, 10/30/14	<i>No change to Exhibit C recommended.</i> These benefits are important for the reasons stated. This comment has been forwarded to the Metro staff responsible for updating the region's best practices handbooks for street design with a recommendation to link the broader stormwater benefits of green street designs to climate adaptation strategies that will complement the greenhouse gas emissions reduction strategies identified through this project. The handbooks are scheduled to be updated in the 2015-16 time period. The update is listed as an immediate action in Exhibit C.
18	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new immediate action for local governments - " <u>Complete an inventory of sidewalk/bike lane gaps to help prioritize where limited funding could best be directed to encourage multi-modal movement.</u> "	City of Hillsboro	9/24/14	<i>Amend as follows:</i> <u>"Review community inventory of sidewalk and bike lane gaps and deficiencies to help prioritize where limited funding could best be directed to encourage multi-modal movement."</u> The Transportation Planning Rule and Regional Transportation Functional Plan already require local governments to complete an inventory of bicycle and pedestrian facilities as part of their adopted local transportation system plan.
19	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to implement the bicycle and pedestrian actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon	10/22/14	<i>Amend as requested as follows:</i> Add a new action that reads " <u>Implement the Climate Smart Communities Strategy active transportation investments and actions in the 2018 RTP.</u> "
20	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: " <u>Complete a region-wide active transportation needs assessment, including needs around schools and access to transit.</u> "	National Safe Routes to School Partnership	10/28/14	<i>Amend as follows:</i> add Metro action (near term) that reads, " <u>Update the Regional Active Transportation Plan needs assessment in the 2018 RTP.</u> " add cities and counties action (near term) " <u>Conduct needs assessments for schools and access to transit during updates to TSPs and other plans.</u> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
21	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: " <u>Build a diverse coalition working together to build and monitor local and state commitment to implement and fund the Regional Active Transportation Plan, including Safe Routes to Schools and Safe Routes to Transit</u> "	National Safe Routes to School Partnership	10/28/14	<p><i>Amend as follows, under Metro actions:</i></p> <p><u>"Build and monitor local and state commitment to implement the Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit."</u></p> <p>Monitoring would occur through periodic updates to the Regional Transportation Plan. Funding active transportation is addressed in a separate action in the funding portion of the toolbox.</p>
22	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new actions to recognize potential role of electric bikes in the future: " <u>Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;</u> " <u>Clarify that e-bikes are part of the region's active transportation strategy;</u> " and " <u>Fund pilot project to test the efficacy of e-bikes in attracting new riders.</u> "	Drive Oregon	10/28/14	<p><i>Amend as follows:</i></p> <p><u>"Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;"</u><u>Clarify that e-bikes are part of the region's active transportation strategy;</u>" and "<u>Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders.</u>"</p>
23	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to prioritize or commit regional flexible funds to active transportation.	1000 Friends of Oregon, John Carr, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/27/14, 10/28/14, 10/30/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
24	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to use the Climate Smart Strategy as a filter for evaluating individual transportation projects to construct or widen major roads and arterials.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>Metro does not apply a single filter to individual projects included in the Regional Transportation Plan, and most RTP projects are locally-funded and reflect locally adopted investment priorities. Adoption of the Climate Smart Strategy will incorporate reducing greenhouse gas emissions from light duty vehicles in system-level regional transportation planning and investment decisions.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
25	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, include the following actions to support increased physical activity: integrate multi-modal designs in road improvement and maintenance to support all users, implement complete streets strategies and complete the active transportation network.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit C.</i> The draft toolbox currently identifies these actions.
26	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, under Metro actions, delete first bullet under "Build a diverse coalition" as ensuring adequate funding for local maintenance is a local responsibility, not a Metro responsibility.	City of Hillsboro	10/30/14	<i>Amend as requested. See also recommendation on Comment #12 in this section.</i> This amendment also applies to other references of local funding under Metro actions on Page 2, transit.
27	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, add " <u>Adopt a vision zero strategy to eliminate all traffic fatalities</u> " for each partner (e.g., state, Metro, local governments and special districts) to be consistent with reference in bike and pedestrian policy actions on page 3.	Community leaders meeting, Safe Routes to School Partnership	10/1/14, 10/28/14	<i>Amend as requested.</i>
28	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, page 5, use technology policy and provide travel information and incentives policy, and page 6 parking policy, under Metro actions, add an action to implement the actions and investments identified for these policy areas in the Climate Smart Strategy in the 2018 RTP: " <u>Implement the Climate Smart Communities Strategy streets and highways investments and actions in the 2018 RTP</u> "; " <u>Implement the Climate Smart Communities Strategy transportations system management investments and actions in the 2018 RTP</u> "; and " <u>Implement the Climate Smart Communities Strategy transportation demand management investments and actions in the 2018 RTP</u> "	Metro staff	10/24/14	<i>Amend as requested.</i>
29	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add a new immediate term local government action to help implement the draft approach: " <u>Complete an inventory of the installed intelligent transportation systems (ITS) along arterials to help prioritize areas where limited funding could best be directed to increase roadway performance.</u> "	City of Hillsboro	9/24/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
30	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add new actions for all partners to recognize expanding role of ITS in the future: <u>"Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal ITS;"</u> <u>"Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers;"</u> and <u>"Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars."</u>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
31	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, providing information and incentives policy, add new actions to integrate promotion of efficient vehicles and fuel choices in the promotion of other travel options: <u>"Clarify that e-bikes are part of the reg</u>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
32	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to commit a larger portion of funds to expand travel options that will include grade-school populations and school staff through education and encouragement programs such as Safe Routes to School.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i> This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
33	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to link completion of transportation and parking demand management initiatives to scoring criteria for infrastructure funding opportunities, e.g., regional flexible funds, ConnectOregon, and the Oregon Statewide Transportation Improvement Program.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>The toolbox already includes separate actions to link system and transportation demand management to capital investments. In addition, this comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
34	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action on integrating use of new people mover services (Lyft, Uber, Car2Go) into urban transportation strategies.	Angus Duncan	10/2/14	<p><i>Amend as follows:</i></p> <p>add new action "<u>Integrate promotion of carsharing and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling.</u>"</p> <p>add new action "<u>Integrate education about carsharing programs into public awareness strategies.</u>"</p>
35	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, fully utilize parking pricing strategies. Parking spaces are not truly "free, and pricing is one of the most effective ways to manage demand. Cities should charge the fair market price for on-street parking, using the revenues to finance added public services in the metered neighborhoods. Likewise, parking minimums hurt housing affordability.	Oregon Environmental Council	10/15/14	<p><i>No change recommended to Exhibit C. See also recommendations on Comments #36 and #37 in this section.</i></p> <p>The draft toolbox currently identifies an action to research and update regional parking policies to reflect the range of parking approaches available for different types of development. The existing action is recommended to moved to the 2015-16 time period to inform the 2018 RTP update.</p>
36	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move the "near-term" action to research and update regional parking policies to "Immediate" time period. It will take time to complete the research and conduct pilot projects to inform the 2018 RTP update.	1000 Friends of Oregon	10/22/14	<p><i>Amend as requested and make the following change:</i></p> <p>move immediate action to "discuss priced parking as a revenue source" to list of near-term actions as this should be informed by the parking research conducted in the "Immediate" time period.</p> <p><i>See also recommendations on Comments #35 and #37 in this section.</i></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
37	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, add a new action to link providing different parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing (e.g., recoup some of the private savings from providing fewer parking spaces in a development served by frequent transit service and use the savings to provide for or preserve affordable housing in the corridor)."	1000 Friends of Oregon	10/22/14	Amend as follows: add <u>"and linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing."</u> See also recommendations on Comments #35 and #36 in this section.
38	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move near-term action to "expand on-going technical assistance to local governments and others..." to immediate term.	Metro staff	10/24/14	Amend as requested.
39	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 7, support Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicles, move near-term action on updating development codes to encourage the installation of electric vehicle charging stations to immediate time period and revise as follows, <u>"Update development codes to streamline/incentivize/encourage the installation of electric vehicle charging stations and infrastructure, particularly in new buildings."</u>	Technical work group member	10/9/14	Amend as requested.
40	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add new actions to integrate electric vehicles in parking plans and policies: <u>"Join the Workplace Charging Challenge as a partner;"</u> <u>"Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way;"</u> <u>"Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University;"</u> <u>"Support efforts to future proof new developments, particularly multi-family housing and large parking lots, by installing conduit for future charging of at least 20% of parking spaces, similar to standards in Hawaii, California and elsewhere."</u>	Drive Oregon	10/28/14	Amend as requested.
41	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add a new Metro action: <u>"Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals."</u>	Drive Oregon	10/28/14	Amend as requested.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
42	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new Metro actions: <u>"Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles);"</u> <u>"Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.)."</u>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
43	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new actions for all partners: <u>"Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure;"</u> <u>"Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles;"</u> and <u>"Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment."</u>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
44	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, it is important to keep the region's options open to new technological advancements beyond what the state assumed in the setting the region's target. Periodic review is needed.	City of Hillsboro	10/30/14	<p><i>Amend to include a new state action as follows:</i></p> <p><u>"Review the state greenhouse gas emission reduction targets, including assumptions related to fleet and technology advancements."</u></p> <p>This reflects OAR 660-044-0035, which directs LCDC and state agencies (e.g., DEQ, ODOT, DOE and DLCD) to periodically review the targets. The first review is due by June 1, 2015.</p> <p>Updated fleet and technology information will be accounted for in future analysis to determine whether the region is on track with meeting state targets for greenhouse gas emissions reduction. The next update to the RTP (due in 2018) will reflect the updated information.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
45	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, Metro should use its leadership and role as the region's MPO to support and seek opportunities to advocate for new, dedicated funding mechanisms for active transportation and transit and leverage local, regional, state and federal funding to achieve local visions that align with region's desired outcomes.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C.</i> These actions are already identified on page 6 of the toolbox.
46	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, to include an action to prioritize active transportation and transit for funding.	Coalition for a Livable Future	10/30/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i> This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.
47	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, to include an action to increase funding for active transportation through the Regional Flexible Fund Allocation process.	Coalition for a Livable Future	10/30/14	
48	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, focus efforts on any funding coalition on federal and state funds. Funding strategies should not include a regional tax or jeopardize local funding sources, such as the sources Washington County and its cities have developed to serve existing communities and new growth areas.	City of Hillsboro	10/30/14	<i>See recommendation on comment #26 in this section for recommended change.</i> The intent of the actions in this section is for Metro and others to work together to secure adequate funding to implement adopted plans, recognizing it will take a combination of local, regional, state and federal funding sources. Metro has and continues to support maintaining local options for funding; as documented in past state and federal legislative agendas adopted by the Metro Council and JPACT. Funding efforts undertaken by Washington County and its cities are a model for other communities, and also present an opportunity for the region to show federal and state partners the efforts to fund transportation needs locally. The next RTP update will include

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					updating the region's funding strategy, considering any new actions taken at the local, state and federal levels.
49	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include more specific actions like sharing development of the Climate Smart Strategy with other metropolitan areas and helping build understanding of how different tools and actions work, how they can help a community achieve its vision, and how everyone needs to be part of the solution. The actions listed are primarily focused on inventories, reports and plans.	Community leaders meeting and Oregon Environmental Council	10/1/14, 10/15/14	<i>Amend as requested.</i>
50	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include using Climate Smart Strategy as a filter for Metro's land use and transportation policy and investment decisions. Add language indicating these policy and investment decisions help the region achieve the target.	1000 Friends of Oregon, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/28/14, 10/30/14	<i>Amend as follows:</i> <u>"Evaluate Metro's major land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions."</u> See also recommendation on comments #20 and #21 in Exhibit B section.
51	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include an action that states " <u>Update the Regional Transportation Plan to implement the Climate Smart Communities Strategy.</u> " The update represents an opportunity to update performance measures, policies and the Regional Transportation Functional Plan.	Coalition for a Livable Future	10/30/14	<i>Amend as requested.</i>
52	Toolbox of Possible Actions (2015-20) (Exhibit C)	Reduce emissions by addressing the use of gas-powered lawn mowers and leaf-blowers.	Fran Mason	9/20/14	<i>No change recommended to Exhibit C.</i> These sources of emissions are outside of the scope of the Climate Smart Strategy.
53	Toolbox of Possible Actions (2015-20) (Exhibit C)	Require all tires be finished at the manufacturer to reduce friction.	Zephyr Moore	9/22/14	<i>No change recommended to Exhibit C.</i> This is beyond the scope of the project.
54	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, demonstrate leadership on climate change policy, add a new immediate term action for each partner: " <u>Review the Toolbox of Possible Actions to identify actions that are already being implemented and new actions public officials are willing to commit to.</u> "	City of Hillsboro	9/24/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
55	Toolbox of Possible Actions (2015-20) (Exhibit C)	Ban wood burning and touch-and-go flight training at the Hillsboro airport to reduce exposure to particulates and leaded fuel emissions.	Gary and Ruth Warren	10/20/14	<i>No change recommended to Exhibit C.</i> These sources of emissions are outside of the scope of the Climate Smart Strategy. The comments have been forwarded to City of Hillsboro staff for their consideration.
56	Toolbox of Possible Actions (2015-20) (Exhibit C)	Do not adopt the toolbox as part of Ordinance 14-1346 to allow for more discussion and refinement of the toolbox using the technical work group. In addition, include an analysis and discussion of how the Toolbox of Possible Actions relates to the Statewide Transportation Strategy. The 8th and 9th clauses on page 3 of the draft ordinance should be amended to reflect such an effort, and the 4th "be it ordained" on Page 5 should be reworded as follows " <u>Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders.</u> "	City of Hillsboro	10/30/14	Amend the 4th "be it ordained" in the draft ordinance as follows: <u>"Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders as part of the RTP update."</u> Consultation with DLCD and ODOT staff have confirmed the toolbox is a necessary component of the adoption package. The toolbox contains policies and strategies intended to achieve the target and is, therefore, a necessary part of the overall preferred strategy for meeting the target under OAR-660-0040(3)(c). The toolbox does not mandate local adoption of any particular policy or action, and serves as a starting point for the region to begin implementation of the CSC strategy. As such, the toolbox reflects near-term actions that can be taken in the next 5 years, recognizing that medium and longer term actions will be identified through the next scheduled update to the RTP. Staff has recommended refinements to the toolbox to respond to specific comments received during the comment period. Adoption of the toolbox directs staff to include the toolbox in the RTP appendix as a starting point for further refinement during the next RTP update. Adoption of the toolbox in Ordinance 14-1346 directs staff to incorporate the toolbox into the technical appendix of the RTP, recognizing more work is needed during the RTP update to identify medium and longer-term implementation actions. A comparison of the STS and toolbox will be developed at that time.
57	Toolbox of Possible Actions (2015-20) (Exhibit C)	Define unfamiliar terms in the toolbox, such as Vision Zero Strategy and EcoRule, to provide more clarity on the actions being recommended.	City of Hillsboro	10/30/14	<i>Amend as requested.</i> Include a glossary of terms, using the glossary in Exhibit A as a starting point.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
58	Toolbox of Possible Actions (2015-20) (Exhibit C)	The toolbox should also have an action to develop new urban areas in ways that further the region's efforts in achieving greenhouse gas emissions reductions, such as planning for complete communities with walking, biking and transit options as part of concept planning to reduce or eliminate vehicle trips for every day needs (e.g., shopping, school, recreation).	City of Hillsboro	10/30/14	<p><i>Amend as requested.</i></p> <p><i>In addition, amend Policy 1.7.5(a) and (d) of Chapter 1 of the Regional Framework Plan as follows:</i></p> <p><u>"a. Help achieve livable communities <u>and reduce greenhouse gas emissions.</u>"</u></p> <p><u>"d. Determine the general urban land uses, <u>key local and regional multi-modal transportation facilities</u> and prospective components of the regional system of parks, natural areas..."</u></p>
59	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add language to the toolbox to more clearly articulate the ability to "locally tailor" implementation tools.	Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley	10/22/14, 10/30/14, 10/30/14	<p><i>Amend as requested.</i></p>
60	Toolbox of Possible Actions (2015-20) (Exhibit C)	Remove the toolbox from the adoption package, adopt by separate resolution and/or delay adoption to allow more time for review and refinement.	Mayor Willey, City of Hillsboro Keith Mays, Washington County Citizen Mayor Tim Knapp, Cities of Clackamas County Marilyn McWilliams, Washington County Special Districts Lise Glancy, Port of Portland Jeff Gudman, City of Lake Oswego	11/7/14	<p><i>This is addressed in part in the staff recommendation on Comment #56 in this section of Exhibit E.</i></p> <p><i>To address comments provided at the Nov. 7 joint MPAC/JPACT meeting, staff recommends the following additional changes to the clauses on page 4 of the ordinance:</i></p> <p>WHEREAS, while the toolbox provides an <u>advisory menu of possible actions</u> and does not mandate adoption of <u>require local governments, special districts, or state agencies to adopt</u> any particular policy or action; and</p> <p><u>WHEREAS, MPAC and JPACT recommend the toolbox be a living document subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions; and</u></p> <p>WHEREAS, MPAC and JPACT agree updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to <u>consider implementing the actions recommended in the toolbox of possible actions in that can be locally tailored ways</u>; and</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
61	Toolbox of Possible Actions (2015-20) (Exhibit C)	Draft toolbox introduction does not adequately convey the flexibility and local control intended for the toolbox. The toolbox should be adopted with language that more strongly conveys it is a flexible, living document that can be updated and refined as we learn more.	Ruth Adkins, Portland Public Schools	11/7/14	<i>This comment was addressed in part in staff recommendation on Comment #56 in this section of Exhibit E.</i> <i>Based on November 7 discussion, staff also recommends the following changes be made:</i> Amend toolbox introduction to better reflect language included in ordinance adopting the Climate Smart Strategy and supporting staff report.
62	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add glossary to toolbox to improve clarity	Jim Bernards, Clackamas County Commissioner	11/7/14	<i>This comment was addressed in the staff recommendation on Comment #58 on in this section of Exhibit E.</i>
63	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add implementing local transportation system plans to toolbox and strategy	Paul Savas, Clackamas County Commissioner	11/7/14	<i>Amend toolbox as requested and amend Exhibit A to more clearly describe that local transportation system plans (and local land use plans) are components of the Climate Smart Strategy.</i> <i>See also recommendation on comment #20 in in the Exhibit A section.</i>

End of comments and recommended changes to Exhibit C

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Performance Monitoring Approach (Exhibit D)					
1	Performance Monitoring Approach (Exhibit D)	Use model assumptions or outputs for 2035 to define targets for purposes of monitoring and assessing whether key elements of the Climate Smart Strategy are being implemented.	Metro staff in consultation with DLCD staff	10/24/14	<i>Amend as requested.</i> The measure and target will be reviewed as part of the next federally-required update to the RTP.
2	Performance Monitoring Approach (Exhibit D)	The performance monitoring should explicitly include measurement of equity outcomes. For example, share of low-income households near transit.	Safe Routes to School National Partnership	10/28/14	<i>Amend as requested.</i> The measure and target will be reviewed as part of the next federally-required update to the RTP.
3	Performance Monitoring Approach (Exhibit D)	Ensure social equity and health goals are considered when prioritizing investments by explicitly and transparently addressing how investments link low-income and other vulnerable households to health-promoting resources.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D. See also recommendation on Comments #4 and #5 in this section.</i> This project underscored the significant public health, economic and equity benefits of actions and investments that reduce greenhouse gas emissions. Metro's Equity Strategy (currently under development) and the Climate Smart Strategy Health Impact Assessment and recommendations will inform how future regional planning efforts (including RTP updates) will consider equity and public health.
4	Performance Monitoring Approach (Exhibit D)	Maximize health benefits by monitoring key health indicators, expanding partnerships that promote health and developing tools to support the consideration of health impacts in future land use and transportation decisions throughout the region.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D.</i> This comment has been forwarded to the Metro staff responsible for Metro's Equity Strategy (currently under development). The process has identified potential health indicators for Metro and other partners to monitor given the link between health and social equity. A baseline report and performance measures recommendations are expected in 2015.
5	Performance Monitoring Approach (Exhibit D)	ODOT and Metro should continue working with other State and regional partners, such as the Oregon Modeling Steering Committee and Health and Transportation Subcommittee of the OMSC, to develop tools to support assessments that measure the impact future plans have on air quality, safety, active transportation and climate change.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D; however amend Exhibit C, Toolbox of Possible Actions, as follows:</i> <u>"Continue participating in the Oregon Modeling Steering Committee Health and Transportation Subcommittee to make recommendations to ODOT on tools and methods to support future health assessments by local, regional and state partners."</u> This would be a new action for the State and for Metro. The work will continue in 2015 and 2016.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	Performance Monitoring Approach (Exhibit D)	Page 1, add transit ridership as a measure. Transit revenue hours only tells part of the story.	Community leaders meeting	10/1/14	<i>Amend as requested.</i> This measure is currently reported every two years by Metro in response to ORS 197.301 and as part of federally-required updates to the RTP. The measure and target will be reviewed as part of the next federally-required update to the RTP.
7	Performance Monitoring Approach (Exhibit D)	Page 1, add a transit affordability measure, such as tracking transit fares over time compared to inflation.	Community leaders meeting, Transportation Justice Alliance	10/1/14, 10/30/14	<i>Amend as requested.</i> The measure and target will be reviewed as part of the next federally-required update to the RTP.
8	Performance Monitoring Approach (Exhibit D)	Page 1, add household housing/transportation cost burden measure to monitor housing and transportation affordability in the region and link it to a goal to reduce the percentage of cost-burdened households, by increasing affordable housing, in transit centers and corridors.	Community leaders meeting, 1000 Friends of Oregon, Oregon Environmental Council, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend as requested.</i> Chapter 1, Objective 1.3.3 of the Regional Framework Plan includes a policy to reduce the share of housing and transportation cost-burdened households. This measure is currently reported as part of scheduled updates to the RTP and the Urban Growth Report. The RTP also identifies a target to reduce the percentage of cost-burdened households. The measure and target will be reviewed as part of the next federally-required update to the RTP.
9	Performance Monitoring Approach (Exhibit D)	Add daily pedestrian and bicycle miles traveled or time measure, and set a target of meeting or exceeding 1.8 miles walked and 3.4 miles cycled per person per week by 2035 as projected in the Draft Approach to emphasize the health benefits. The largest public health benefits come from increases in active transportation distance and/or time.	Community leaders meeting, Oregon Health Authority, 1000 Friends of Oregon	10/1/14, 10/7/14, 10/22/14	<i>No change recommended to Exhibit D.</i> Average daily miles of bicycle and pedestrian travel is already proposed as a measure, using model outputs to establish a 2010 baseline and 2035 target for daily bicycle and pedestrian miles traveled. This measure will be reported as part of federally-required updates to the RTP (currently every four years). The measure and target will be reviewed as part of the next federally-required update to the RTP.
10	Performance Monitoring Approach (Exhibit D)	Add a measure to track regional ambient concentrations of PM 2.5 and set target to reduce to 6.41 ug/m3 or below as projected in the draft Approach analysis.	Oregon Health Authority, 1000 Friends of Oregon	10/7/14, 10/22/14	<i>Amend as requested to use model outputs to establish a 2035 target for PM 2.5.</i> This measure is currently reported every two years by Metro in response to ORS 197.301 and federally-required updates to the RTP as part of the region's air quality conformity analysis. The measure and target will be reviewed as part of the next federally-required update to the RTP.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	Performance Monitoring Approach (Exhibit D)	Revise target for fatalities and serious injury crashes for all modes to be zero by 2035.	Community leaders meeting, National Safe Routes to School Partnership	10/1/14, 10/28/14	<i>No change recommended to Exhibit D.</i> The target reflects targets adopted in the 2014 RTP, which calls for reducing serious and severe injury crashes by 50 percent from 2010 levels. The adopted target will be reviewed as part of the next federally-required update to the RTP and the scheduled update to the Regional Transportation Safety Action Plan in 2015-16.
12	Performance Monitoring Approach (Exhibit D)	Add specific actions that Metro will take to incent, reward success and penalize failure in achieving progress toward meeting the adopted Climate Smart Strategy.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<i>No change recommended to Exhibit D. See also recommendation on comment #21 in Exhibit B section.</i> The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."
13	Performance Monitoring Approach (Exhibit D)	Set benchmark dates for evaluating progress on the immediate and near-term actions and a commitment to take appropriate steps, if necessary, to maintain progress towards the target GHG reduction.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<i>No change recommended to Exhibit D. See also Comment 12 in this section and comments 20-21 in Exhibit B section.</i> The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region every 2-4 years to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
14	Performance Monitoring Approach (Exhibit D)	Review the indicators developed for Mosaic, the value and cost informed transportation planning tool recently developed by ODOT, to determine whether any of the quantitative and qualitative indicators are appropriate to use.	Oregon Environmental Council	10/15/14	<i>No change recommended to Exhibit D.</i> Staff reviewed the Mosaic indicators, some of which are still under development by ODOT. Several Mosaic indicators are already included in the performance monitoring approach. All of the measures and recommended targets will be reviewed, and possibly refined, as part of the next federally-required update to the RTP. The next update will also address MAP-21 performance-based planning provisions and recommendations from Metro's Equity Strategy initiative. Staff will review the Mosaic indicators again at that time to determine whether additional indicators may be appropriate to use.
15	Performance Monitoring Approach (Exhibit D)	Page 3, add public EV charging stations as measure for the policy related to Oregon's transition to cleaner fuels and more fuel-efficient vehicles	Oregon Environmental Council	10/15/14	<i>No change recommended to Exhibit D.</i> Tracking the share of light duty vehicles registered in Oregon that are electric or plug-in hybrid electric is a more direct measure of Oregon's transition to more fuel efficient vehicle technologies.
16	Performance Monitoring Approach (Exhibit D)	Page 1, adopt a measure for 20-minute neighborhood for the policy "Implement the 2040 Growth Concept and local adopted land use and transportation plans."	Oregon Environmental Council	10/15/14	<i>Amend as follows:</i> Add a new measure to track the share of households living in areas with relatively good, walkable access to a mix of destinations that support a range of daily needs (e.g., jobs, retail and commercial services, transit, parks, schools). GreenSTEP estimated 26% of the region's households lived in these types of areas in 2010, and that the share of households would grow to 37% by 2035. The measure and target will be reviewed as part of the next federally-required update to the RTP.
17	Performance Monitoring Approach (Exhibit D)	Page 3, develop a more specific measure for the policy area "secure adequate funding for transportation investments," such as e.g., 60% of transit needs met by 20XX, 75% of sidewalk infrastructure complete by 20XX.	Community leaders meeting, Oregon Environmental Council	10/1/14, 10/15/14	<i>No change recommended to Exhibit D.</i> The performance monitoring approach includes measures to track system completeness. In addition, the next update to the Regional Transportation Plan (due in 2018) will update financial assumptions and define performance measures to track implementation.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
18	Performance Monitoring Approach (Exhibit D)	Metro should establish a public engagement process that is diverse and inclusive to oversee implementation of the Climate Smart Strategy.	1000 Friends of Oregon, Transportation Justice Alliance	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit D.</i></p> <p>The Climate Smart Strategy will be implemented through existing regional planning and decision-making processes, including RTP updates, RFFA processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes, rather than a specific Climate Smart implementation program. Through its planning processes, in coordination with its Equity Strategy (currently under development), Metro is committed to continue to improve its engagement practices to ensure more diverse perspectives – especially those of traditionally underrepresented communities – are meaningfully engaged in regional planning, decision-making, and on-going implementation activities.</p> <p>Future public engagement processes will be developed in coordination with Metro's diversity, equity and inclusion program and Metro's existing advisory committees, and follow the best practices and processes set out in Metro's Public Engagement Guide.</p> <p>Staff will begin scoping the work plan and engagement process for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.</p>
19	Performance Monitoring Approach (Exhibit D)	Add measure to track congestion	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>No change needed.</i></p> <p>The draft performance monitoring approach includes travel time reliability in regional mobility corridors, which complements other system performance measures identified in the Regional Transportation Plan and that are also used to regularly update the Regional Mobility Atlas to meet federally-required reporting and monitoring of the region's congestion management process.</p> <p>The Regional Mobility Atlas will be updated as part of the next RTP update. The 2010 atlas can be viewed online at /www.oregonmetro.gov/mobility-corridors-atlas</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
20	Performance Monitoring Approach (Exhibit D)	Add jobs/housing balance measure	Mayor Tim Knapp, Cities of Clackamas County	11/7/14	<p><i>No change to Exhibit D recommended.</i></p> <p>The proposed performance measures are intended to track regional progress towards meeting carbon reduction goals. While jobs/housing balance is important from the perspective of local community design, staff believes that cities are best positioned to decide how to produce more housing or jobs in their communities. Consequently, staff does not recommend a change to the proposed regional performance monitoring approaching. Cities and counties may wish to track local jobs/housing balance to inform their efforts.</p> <p>Staff is aware of stakeholder interest in the relationship between local jobs/housing balance and regional commute patterns, with the idea that providing more land for housing jobs will reduce commute distances. However, Census data illustrate that people commute all over the region for work regardless of whether there are jobs close to where they live or vice versa. This is particularly the case with dual-income households and the trend of people changing not just jobs, but careers with greater frequency.</p> <p>Using the City of Wilsonville as an example, about 90 percent of the people that work in Wilsonville commute from outside Wilsonville and about 80 percent of the workers that reside in Wilsonville commute elsewhere for work. The 2014 Residential Preference study also illustrated that people will tolerate longer commutes to live in the type of neighborhood that they prefer. For this program's purposes, staff believes that other proposed measures of transportation system performance are more useful than measures of jobs/housing balance.</p>

End of comments and recommended changes to Exhibit D

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Short List of Actions (Exhibit F)					
1	Short List of Actions for 2015 and 2016	Add congestion pricing as a potential demonstration project in the short list of actions	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>No change recommended. This comment has been forwarded to ODOT staff and project staff responsible for the next update to the Regional Transportation Plan for consideration.</i></p> <p>This policy is already identified in the Regional Transportation Plan as potential tool for managing congestion and improving the reliability of the region's mobility corridors. It was not tested as part of the Climate Smart Communities project because concurrent with earlier phases of the CSC project, ODOT, in partnership with Metro, the three counties and the City of Portland, explored the potential for a congestion pricing pilot project in the region. Directed by House Bill 2001, the study concluded in 2011 and did not recommend implementation of any of the road tolling proposals under consideration.</p> <p>The study participants did recommend moving forward with the City of Portland Parking Management proposal as the congestion pricing pilot. The pilot began in spring 2011 with event parking pricing around Jeld-Wen Field during Timbers games.</p> <p>More information can be found at: www.oregon.gov/odot/hwy/region1/pages/congestionpricing/index.aspx</p>

Comments on Short List of Actions (Exhibit F)

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November 3, 2014

MTAC and TPAC Straw Proposal for MPAC and JPACT Consideration

A SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

BACKGROUND

The Climate Smart Communities project responds to a 2009 legislative mandate to develop and implement a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After a four-year collaborative effort, community leaders have shaped a Climate Smart strategy that meets the state mandate while supporting local city and county plans that have already been adopted in the region. When implemented, the strategy will also deliver significant public health, environmental and economic benefits to households and businesses in the region.

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

Building on existing activities and priorities in our region, the project partners have developed a *Toolbox of Possible Actions* that recommends immediate steps that can be taken individually by local, regional and state governments to implement the Climate Smart strategy. The toolbox does not mandate adoption of any particular policy or action, and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and some tools and actions may work better in some locations than others. The toolbox emphasizes the need for diverse partners to work together in pursuing those strategies most appropriate to local needs and conditions.

The toolbox includes some regional actions that produce particularly high returns on investment, and require local and regional officials to work together. Seeing the opportunity to act quickly, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have identified three toolbox actions that are key for the region to work together on now:

CLIMATE SMART ACTIONS FOR 2015 AND 2016

<p>Action 1</p>	<p>Advocate for increased federal, state, regional and local transportation funding for all transportation modes as part of a diverse coalition, with top priorities of maintaining and preserving existing infrastructure, and implementing transit service enhancement plans and transit-supportive investments. <i>This action will advance efforts to implement adopted local city and county plans, transit service plans, and the 2014 Regional Transportation Plan.</i></p>
<p>Action 2</p>	<p>Advocate for federal and state governments to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies. <i>This action will accelerate the fuel and vehicle technology trends assumed in the state target.</i></p>
<p>Action 3</p>	<p>Seek opportunities to advance local and regional projects that best combine the most effective greenhouse gas emissions reduction strategies. <i>This action will implement adopted regional, city and county policies or plans and identify locally tailored approaches that integrate transit and active transportation investments with the use of technology, parking and transportation demand management strategies to show how these strategies, if implemented together, can achieve greater cost-effectiveness and greenhouse gas emissions reductions than if implemented individually. The action means the region will seek seed money for demonstration projects that leverage (1) local, regional, state and federal resources and (2) state and regional technical assistance to plan for and implement community demonstration projects that combine the following elements:</i></p> <ul style="list-style-type: none"> • <i>investments in transit facility and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Regional Transit (SMART) Master Plan, including community-based services that complement regional service, such as the GroveLink service in Forest Grove</i> • <i>local bike and pedestrian safety retrofits that also improve access to transit, schools and activity centers</i>

- *investments in transportation system management technologies, such as traffic signal timing and transit signal priority along corridors with 15-minute or better service, to smooth traffic flow and improve on-time performance and reliability*
- *parking management approaches, such as bicycle parking, preferential parking for alternative fuel vehicles, and shared and unbundled parking*
- *transportation demand management incentives or requirements to increase carpooling, biking, walking and use of transit.*

Seed funding could be sought from multiple sources, such as the Regional Flexible Funding Allocation process, Metro's Community Development Grant program, Oregon's Transportation Growth Management grant program, and federal grant programs such as the Building Blocks for Sustainable Communities.

PARTNERSHIPS TO IMPLEMENT EARLY ACTIONS CAN DRIVE POSITIVE CHANGE

Adoption of the Climate Smart Communities Strategy presents an opportunity for the region to work together to continue demonstrating leadership on climate change while addressing the need to step up funding to implement our adopted local and regional plans. Working together on these early actions presents an opportunity to lay a foundation for addressing our larger shared challenges through a collaborative approach. The actions recommended are achievable, but require political will and collaboration among regional partners to succeed.

This collaborative effort will require full participation from not only MPAC, JPACT, and the Metro Council, but also the region's cities and counties, transit agencies, port districts, parks providers, businesses, non-profits as well as state agencies, commissions and the Oregon Legislature. Coordinated work plans for addressing these priority actions will be developed by MPAC and JPACT and the Metro Council in 2015.

DRAFT

TPAC/MTAC Recommended GreenSTEP Inputs to Reflect May 30 MPAC and JPACT Draft Approach

☛ = Phase 3 draft approach model input

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy	Households in mixed use areas (percent)	26%	36%	☛ 37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	☛ 12,000 acres	12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15% ☛ 17%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 ☛ 9,400	11,200
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	☛ 30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	☛ 40%	100%
	Gas tax (cost per gallon 2005\$)	\$0.42	☛ \$0.48	\$0.73	\$0.18
	Road user fee (cost per mile)	\$0	\$0	☛ \$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	☛ \$0	\$50

Note: Gas tax assumption to be held in constant 2005\$ to be consistent with Oregon’s revenue forecast scenario recommended for metropolitan transportation plans (Feb. 2011) and Statewide Transportation Strategy analysis.

☐ = Phase 3 draft approach model input

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

Strategy

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30% ☐ 45%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30% ☐ 45%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20% ☐ 30%	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	12/31 -9 miles	15/336 -81 miles (RTP Financially Constrained)	2014 RTP FC 46/409 105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	☐ 35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	☐	auto: 68.5 mpg light truck: 47.7 mpg	
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

Note: [1] Freeway and arterial lane miles added were incorrectly reported and have been updated to reflect what was tested in Phase 2. The difference between the 2010 RTP FC and 2014 RTP FC lane miles is largely due to the addition of the Sunrise Corridor Project and ODOT auxiliary lane projects.



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



KEY RESULTS

The Climate Smart Communities Scenarios Project responds to a state mandate to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders are shaping a strategy that meets the goal while creating healthy and equitable communities and a strong economy. On May 30, 2014, Metro’s policy advisory committees unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as priorities in communities across the region. **The results are in and the news is good.**

WHAT DID WE LEARN?

We can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region.

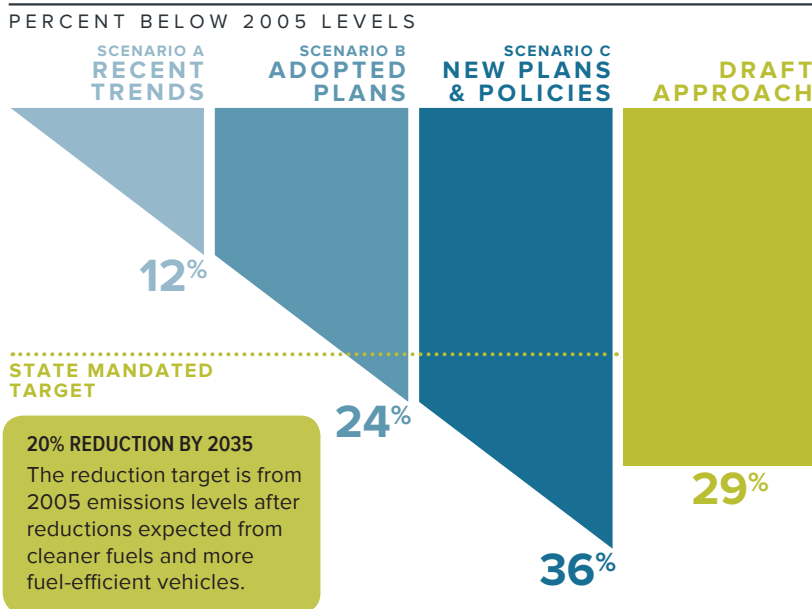
However, we will fall short if we continue investing at current levels.

The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?

- Implement adopted plans
- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Manage parking to make efficient use of land and parking spaces

Reduced greenhouse gas emissions



After a four-year collaborative process informed by research, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions and supports the plans and visions that have already been adopted by communities and the region.

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

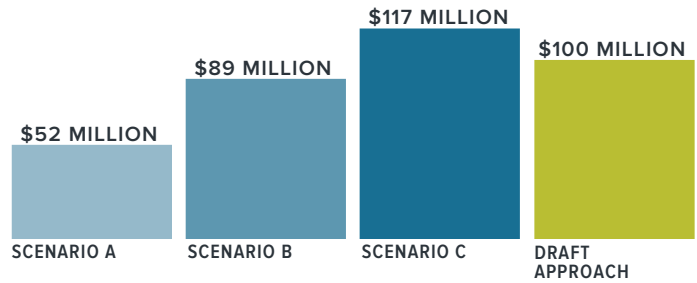
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong regional economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.



Our economy benefits from improved public health

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS (MILLIONS, 2010\$)

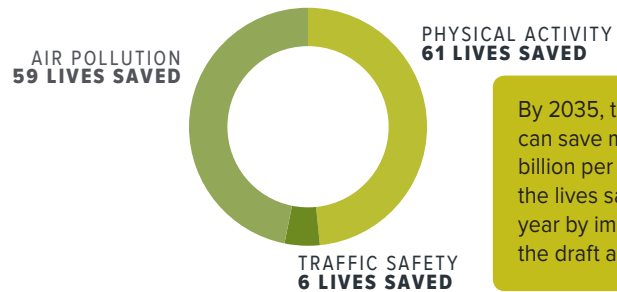


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year from implementing the draft approach.



More physical activity and less air pollution provide most health benefits

LIVES SAVED EACH YEAR BY 2035

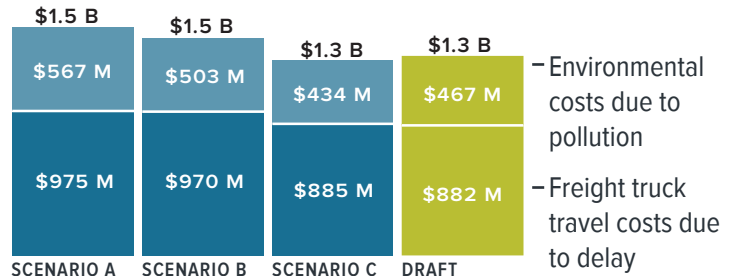


By 2035, the region can save more than \$1 billion per year from the lives saved each year by implementing the draft approach.



Our economy benefits from reduced emissions and delay

ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS IN 2035 (MILLIONS, 2005\$)

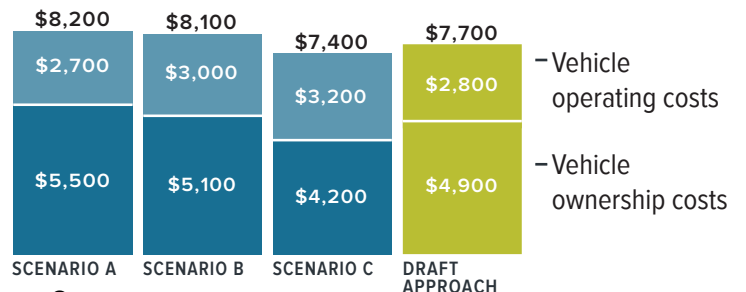


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to A, by implementing the draft approach.



Overall vehicle-related travel costs decrease due to lower ownership costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005\$





WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The draft approach reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to address current and future transportation needs in the region. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion).*

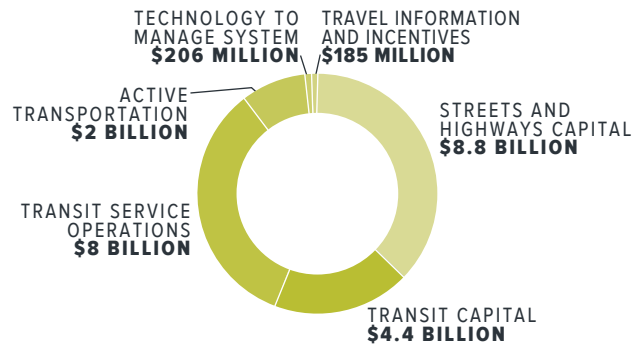
More transportation options are available.

As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

Households and businesses experience multiple benefits.

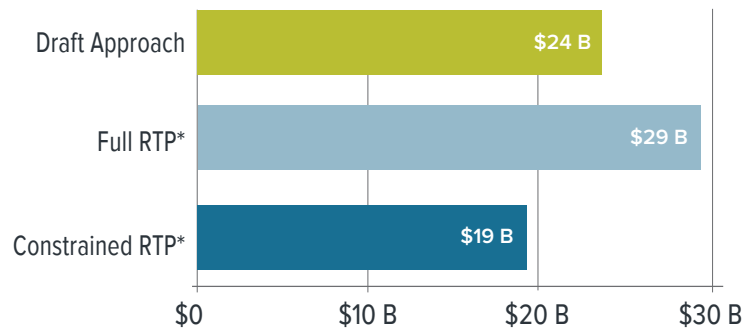
The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our road system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money.

\$ How much would we need to invest by 2035?

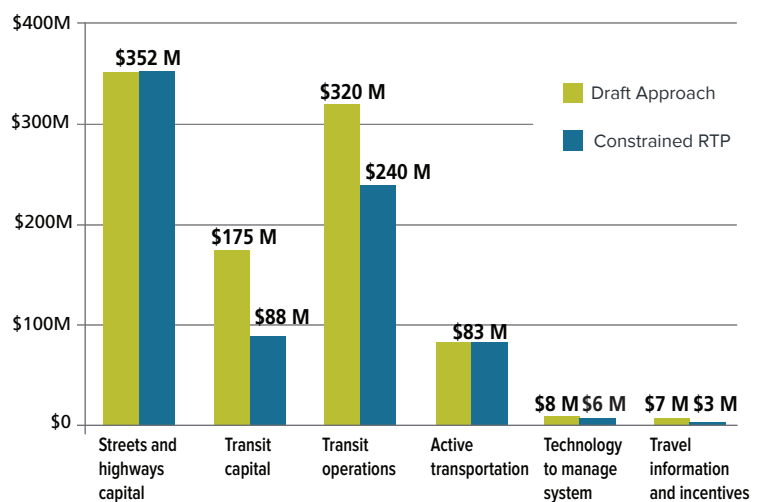


Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.

\$ Estimated costs of draft approach and 2014 RTP (billions, 2014\$)



\$ Annual cost of implementation through 2035 (millions, 2014\$)



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.



WHAT'S NEXT?

The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

September 2014 Staff reports results of the analysis and draft implementation recommendations to the Metro Council and regional advisory committees

Sept. 15 to Oct. 30 Public comment period on draft approach and draft implementation recommendations

Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

December 2014 MPAC and JPACT make recommendation to Metro Council

December 2014 Metro Council considers adoption of preferred approach

January 2015 Metro submits adopted approach to Land Conservation and Development Commission for approval

2015 and beyond Ongoing implementation and monitoring

HOW DO WE MOVE FORWARD?

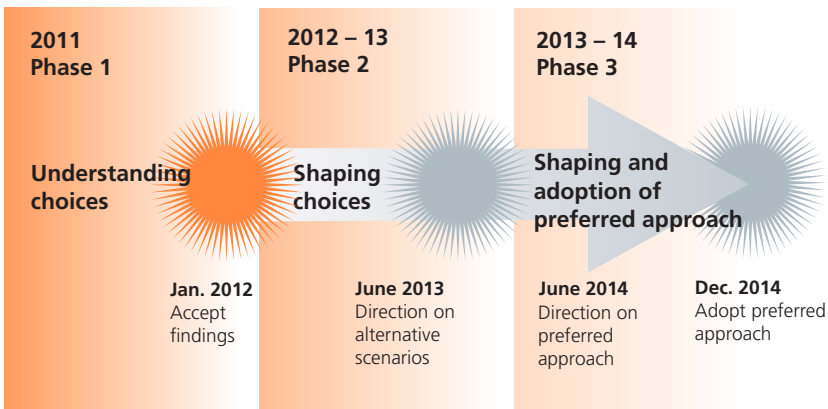
We're stronger together. Local, regional, state and federal partnerships and legislative support are needed to secure adequate funding for transportation investments and address other barriers to implementation.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft toolbox of actions with meaningful steps that can be taken in the next five years. This is a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Reaching the state target can best be achieved by engaging community and business leaders as part of ongoing local and regional planning and implementation efforts.

WHAT CAN LOCAL, REGIONAL AND STATE PARTNERS DO?

Everyone has a role. Local, regional and state partners are encouraged to review the draft toolbox to identify actions they have already taken and prioritize any new actions they are willing to consider or commit to as we move into 2015.

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

The draft toolbox and other publications and reports can be found at oregonmetro.gov/climatescenarios.

For email updates, send a message to climatescenarios@oregonmetro.gov.



**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Public comment report

Sept. 15 to Oct. 30, 2014

Nov. 12, 2014 - DRAFT

**MAKING A
GREAT
PLACE**

